

Maico Sweeps L.A. Inter-Ams



YAMAHA 650 TEST • TRANS-AMA • NOISE TEST

CYCLE NEWS, 2499 Cerritos Ave.
Long Beach, Ca. 90806
(213) 427-7433

NEWSPAPER

It was a mad dash for the top of the start hill at Bay Mare, as nearly 40 riders fought for advantage at Sunday's L.A. International Grand Prix. Maico works rider, Ake Jonsson, took overall honors, while teammate, Willie Bauer, grabbed an Inter-Am victory Friday night at Ascot. Coverage begins on page 6. Also, for the past few weeks, Cycle News staffer, Ron Schneiders has been busy conducting tests on the Yamaha 650, as well as on the various silencers available to two-stroke owners. The Yamaha test is on page 16-17 and the muffler test begins on page 3.

REGULARLY SCHEDULED EVENTS

ATTENTION PROMOTERS:
For Listing in this column call or write:
Tom Walsh at CYCLE NEWS
Box 498, Long Beach, Ca. 90801
(213) 427-7433

EVERY FRIDAY NIGHT

CLASS A Speedway Racing at Orange County Fairgrounds, Costa Mesa. Gates open 7 p.m., Racing 8 p.m. Free parking and programs.

EVERY SATURDAY NIGHT

TT RACING, Elsinore Race Track. Gates open 3 p.m., races start 7:30 p.m., Off Hwy. 71 in Elsinore, Cal.

1st AND 3rd SUN. OF EVERY MONTH

Deadman's Point, Apple Valley, Cal. — 3rd Sunday, Motocross — all classes, 8 a.m. prac. — 10 a.m. start. \$1.00 Entry Fee — Info: (714) 247-7473 (eves.).

COURSES FOR RENT ADELANTO T.T. TRACK.

Available for club meets (sanctioned events only). Suitable for cycles and mini-bikes. Hwy. 395, 8 miles West of Victorville. For info. (213) 927-3860.

TUES.-FRI., NOV. 3-6

MEXICAN 1000 by NORRA. Starts in Ensenada with registration on Tuesday, racing on Wednesday. Round-trip plane fare for fans from Ensenada to La Paz \$100 per. Tourist permits required, available at Mexican Consulates and Tourist Dept. in large U.S. cities. Info: (213) 245-1033.

FRIDAY, NOV. 6

CMC MOTOCROSS at Ascot Park, Gardena, Calif. Gates open 5:30 pm, 1st race at 7 pm. CMC membership and three readable number plates required.

TT RACES at Orange County Speedway. Jr. and Sr. trophies, cash. Gates open at 6 p.m., practice at 7, first race at 8.

SPEEDWAY RACING at Orange County Fairgrounds in Costa Mesa. 8 pm.

TT AND FLAT TRACK at Trojan Speedway, South Gate, Calif. 100, 125, and 250cc classes. Gates open 6 pm, 1st race at 7:30 pm. Info: (213) 923-9132.

SATURDAY, NOV. 7

INDOOR SHORT TRACK by Bob Barkhimer at San Jose, Cal. on Tully Rd. between Frwy and Monterey Hwy. Warmups at 7 p.m., racing at 8:30; 1/10th mi. asphalt track. Info: 14 Camp Evers, Santa Cruz, Cal., 95060; (408) 438-3210.



calendar

MINI BIKE at Trojan Speedway. Pract. noon to 2, racing and qualifying at 2. All classes. Entry \$3, admission \$1. Mini bike classes (11) can be obtained from Southern Ca. M/B Assoc.

TT RACING at Elsinore Race Track. Gates open at 3, races at 7:30. Off Hwy 71 in Elsinore, Cal.

SAT. & SUN., NOV. 7 & 8

INTERNATIONAL MOTOCROSS by Dirt Diggers M.C. at Hopetown. Mail entry only, \$10 to: (Ltw. & PP) DDMC, 12221 B. York Ave., Hawthorne, Cal., 90250 and (Hvyw. & Sidehacks) DDMC, 19308 E. Aguirro St., Rowland Heights, Cal. 91745. Entries close Oct. 25. Dist. 37 pts. Scrambles, Desert, Mx. Info: (213) 644-0965, 964-5076.

SUNDAY, NOV. 8

COWBELL DERBY by Hayward M.C. starts at Upper Lake, Cal. Mail \$5 entry to Hayward M.C. or \$10 for team entry (3 riders). No Post, closes Oct. 20. Spark arrester a must.

BAR BE Q RACE by IVMC limed from Interstate 8 and Dunaway Rd., one mi. E. of Plaster City on the N. side of old Hwy 80. Signup after Sat. night's BBQ and Sun. 7-9. Riders meet at 9:30, start at 10. 50-miler, AMA sanct., Dist. 38 pts.

HARE & HOUND, Oregon Championship, by Cascade M.C. East of Bend, Ore., follow lime markers from 3rd & Greenwood (Hwys 97 & 20). Mail \$6 before Oct. 28 to Cascade M.C., Box 11, Bend, Ore., 97701. \$8 post. 100 mi. course, 10 a.m. start, 125, 250, open and PP classes.

BONANZA HARE & HOUND by Nevada Trailblazers limed from Hwy 395 and Interstate 80. Race headquarters at 534 E. 4th St., Reno, Nev. \$5 mail entry to Rick Effenberger, 1312 Ralston St., Reno, 89503. Post entry \$7.50, AMA sanct. Signup at headquarters from noon to midnight Saturday. Racing at 9 a.m.

SHORT TRACK, sportsman lightweight, by Westside Eagles M.C. at Turlock Fairgrounds. 100/125/200/250cc, Nov/Am/Ex. Riders may ride 2 classes, \$2 ride or watch, under 12 50 cents. Signup-pract. 9-11, racing at noon. AMA sanct. Cancel if rain. Info: (209) 537-2426.

SCRAMBLES by SCMC at Harris Ranch, Hollister, 7800 Cienega Rd. Signup 8-11, pract. 9-11. Class C traction. AMA sanct., Dist. 36 pts. \$2 admission, under 12 50 cents.

POKER RUN by Guistine M.C. start at Guistine City Park, 35 mi. Signup 9-11, start at 11. Deadline 2 p.m. \$2 entry. Raffle at finish.

MOTOCROSS at Daroga Park, Orondo, Wash. Race at 11. Located 23 mi. north of Wenatchee, east side of Lake Entiat.

INTER-AM MOTOCROSS at Coal Creek Raceway, Lafayette, Colorado. Info: George Shaw (303) 333-5881.

INTER-AM MOTOCROSS at White Rock Park in Sacramento, Cal. Info: Claes Nilsson (916) 331-7694.

TRANS-AMA MOTOCROSS at Dallas International Motor Speedway. Info: Hank Loudonback, Box 34410, Dallas, Texas.

TT RACES by HRA at Huntington Beach Cycle Park. Signup 9-10:30. \$2.25 members, \$2.50 non. 3 HRA plates or ride expert. 7561 Talbert. Info: (714) 897-4458.

ACA ROAD RACE at Carlsbad Raceway. Pits open at 8 a.m., racing at noon. All Jr. and Sr. GP and Production classes. Info: (714) 528-4290.

FRIDAY, NOV. 13

TT AND FLAT TRACK at Trojan Speedway, South Gate, Calif. 100, 125, and 250cc classes. Gates open 6 pm, 1st race at 7:30 pm. Info: (213) 923-9132.

SATURDAY, NOV. 14

INDOOR SHORT TRACK by Bob Barkhimer at San Jose, Cal. on Tully Rd. between Frwy and Monterey Hwy. Warmups at 7 p.m., racing at 8:30; 1/10th mi. asphalt track. Info: 14 Camp Evers, Santa Cruz, Cal., 95060; (408) 438-3210.

MINI BIKE at Trojan Speedway. Pract. noon to 2, racing and qualifying at 2. All classes. Entry \$3, admission \$1. Mini bike classes (11) can be obtained from Southern Ca. M/B Assoc.

TT RACING at Elsinore Race Track. Gates open at 3, races at 7:30. Off Hwy 71 in Elsinore, Cal.

SUNDAY, NOV. 15

TURKEY HARE & HOUND by So. Cal. M.C. at Red Rock Canyon, Cal. N. of Mojave on Hwy 14. Limed from Old Waggon Wheel. AMA sanct., Dist. 37 pts. \$4.25 post entry. 10 a.m. start, 2 45-mi. loops. Class winners will chase "live vicious turkeys on their bikes." Rescue 3.

ROAD RUN by Lucky Wheels M.C. starts in Pomona, Cal., at the H-D shop at 1241 W. Holt Ave. AMA sanct. \$3 entry. Fun run with free beer, free steak dinner, trophies, pins, and games. Info: Bob (714) 626-0684.

INTER-AM MOTOCROSS by Cycle Sports, Inc. in Houston, Tex. Take Interstate 45 33 mi. North of Houston, turn off at Gorgan Rd./Camp Strake Exit. \$7.50 National, \$10 International entry to 2121 Harold, Houston, 77006. Pract. at 9, race at noon. \$4 advance tickets. Info: Robert Atkins (713) 523-3741.

INTER-AM MOTOCROSS in Phoenix, ARiz. Info: Wes Cooley (714) 528-4290.

TRANS-AMA MOTOCROSS by Cycle World Magazine at Saddleback Park. Info: Ivan J. Wager, c/o Cycle World Magazine, 1499 Monrovia Ave., Newport Beach, Cal.

CMC MOTOCROSS by Off Cambers M.C. at Sea Breeze Park in San Clemente, take Avenida Pico off ramp from San Diego Frwy. Signup-pract. 7:30-8:30, racing at 9. \$5 entry, post only. Info: (714) 496-4627.

SHORT TRACK, sportsman lightweight, by Westside Eagles M.C. at Turlock Fairgrounds. Riders may ride 2 classes. \$2 ride or watch, under 12 50 cents. Signup-pract. 9-11, race at noon. AMA sanct. Cancel ir rain. Info: (209) 537-2426.

SCRAMBLES by Visalia Ramblers M.C. at Visalia Rodeo Grounds, 1/8 mile East of Hwy 99 on Hwy 198. Signup at 9 a.m., practice at 10, racing at noon. Dist. 35 pts. Admission \$1.

MOTOCROSS at Deadman's point. \$1 entry plus \$2 admission. Gates open at 8, first race at 10. Info: (714) 247-7473.

TT RACES by Lost Angels M.C. at Lake Elsinore. Take Hwy 71 & 91 to track south of town. AMA sanct., Dist. 37 pts. 7:30 signup for ltwts, noon for heavy. Any traction. Info: (805) 522-0281.

TT RACES by HRA at Huntington Beach Cycle Park. Signup 9-10:30. \$2.25 members, \$2.50 non. 3 HRA plates or ride expert. 7561 Talbert. Info: (714) 897-4458.

MOTOCROSS by Cascade M.C. 2 miles W. of Bend, Oregon, on Oil Shevlin Park Rd. Opens at 10 a.m., races at 1 p.m.

SATURDAY, NOV. 21

INDOOR SHORT TRACK by Bob Barkhimer at San Jose, Cal. on Tully Rd. between Frwy and Monterey Hwy. Warmups at 7 p.m., racing at 8:30; 1/10th mi. asphalt track. Info: 14 Camp Evers, Santa Cruz, Cal., 95060; (408) 438-3210.

MINI BIKE at Trojan Speedway. Pract. noon to 2, racing and qualifying at 2. All classes. Entry \$3, admission \$1. Mini bike classes (11) can be obtained from Southern Ca. M/B Assoc.

TT RACING at Elsinore Race Track. Gates open at 3, races at 7:30. Off Hwy 71 in Elsinore, Cal.

(Please turn to pg. 26)

TROJAN SPEEDWAY SOUTH GATE

TT & FLAT TRACK RACING

6 Mains
6 Trophy Dashes
Up to 16 Heat Races
4 Semi's
Mini bike, practice from 12 to 2 p.m.
Racing Starts 2 p.m.
Qualifying Of All Classes
Entry \$3.00, Adm. \$1.00

29 EVENTS

2 Shows

1 Same Night

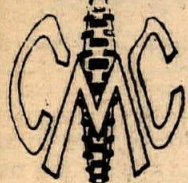
For Information:
Call (213) 862-0229
(213) 923-9132
(213) 944-2960

EVERY FRIDAY NIGHT

Pit Gates Open: 6 PM
Pit Gates Close: 7:15 PM
1st Race: 7:30 PM

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5601 SOUTHERN AVE. SOUTHGATE, CALIFORNIA



All Entries Accepted
Until 6:30 p.m.

MOTOCROSS NOW Every Friday Night

\$400. purse

ASCOT PARK

183rd & VERMONT OFF HARBOR & SAN DIEGO FREEWAYS

Pit gate open 4:30 pm
Pit gates and entries Close 6:30 p.m.

Gates open 5:30 pm
1st race 7:00 pm

CMC membership
3 large readable # plates

RIDE WITH THE BEST

RIDE EVENTS



MOTOCROSS

Nov. 15th — Offcamber MC
(POST ENTRY ONLY \$5.00)
Seabreeze Park

Nov. 29th—Carlsbad Raceway
CMC

— RAIN or SHINE —
3# Plates Req.

Gates open at 7:30 a.m., racing at 10:00 a.m.

CMC MEMBERSHIP REQ. \$5.00
Mail Entry, \$10.00 Post Entry.
Mail to CMC, Box 1402, Costa Mesa, Calif. 92626. Mail Entries close 5 days prior to each event.

NOW AT SADDLEBACK

ORANGE COUNTY'S MOTOR PLAYGROUND

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Featuring: Every Sunday a riding school for beginners and intermediate 12 noon and 3 p.m.

HOURS
8:00 A.M.--5:00 P.M.
Closed Tues. & Wed.

Admission \$2.50; Minis \$1.50

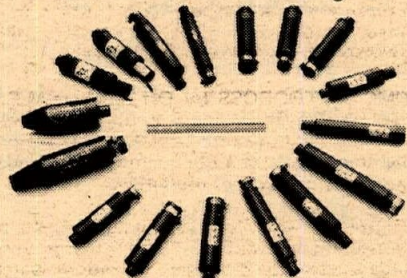
SADDLEBACK Park

BOX 2455, ORANGE CALIFORNIA 92667
Newport Fwy. to Chapman Ave., east to Santiago Canyon Blvd., turn right, 1 1/2 miles to entrance opposite state fire station. Phone (714) 639-5832.

POWER OF SILENCE: A Cycle News Dyno Test of Noise Devices

By Ron Schneiders

Several weeks ago we ran an article advocating the use of silencers and spark arresters. Our most cogent argument was that if we don't stop irritating people with noisy bikes, we won't have any place to ride. We blandly stated that there were a number of good silencers and spark arresters on the market and that they didn't cost much, either in money or power. Afterwards it occurred to us that we ought to test the devices that we were recommending and see just how good they were. We contacted a number of manufacturers and asked for one of everything that they made in this particular field. Here is what we got.



These are the devices we tested.

Since this is a relatively new field, many of the products are still in the design or prototype stage. Some of those that we tested that are not yet production items but will be in a period of weeks. Some probably will never be.

The first job was to determine how effective the various devices were as silencers. Since spark arresters do some quieting, we tested them right alongside the silencers. In order that other people could (hopefully) duplicate our tests if they so desired, we followed the California Highway Patrol Measuring Procedure. The procedure may be found in the California Administrative Code, Chapter 2, Title 13, Article 10. This procedure specifies the type of instrument to be used, the physical conditions, the method of vehicle operation, and the levels required for operation of various vehicles on California Highways. For motorcycles, the maximum noise level (under test conditions) is 88dbA. A precision noise meter was required so we rented two General Radio units, Models 1565 A and 1551 C. We set up the test as precisely as possible, following the CHP specifications. We found that the test is scientifically somewhat sloppy and humanistically invalid. Maximum noise from a motorcycle occurs when it is producing maximum power which can only occur when the machine is operated under full load. The test specified that the machine was to be operated under load, but under the prescribed conditions there was no way to put the machines under maximum load! It would be better to run the bikes up a pretty good hill or through some deep sand. As it stands, however, the measurement works in favor of bikes so we'd better not complain!

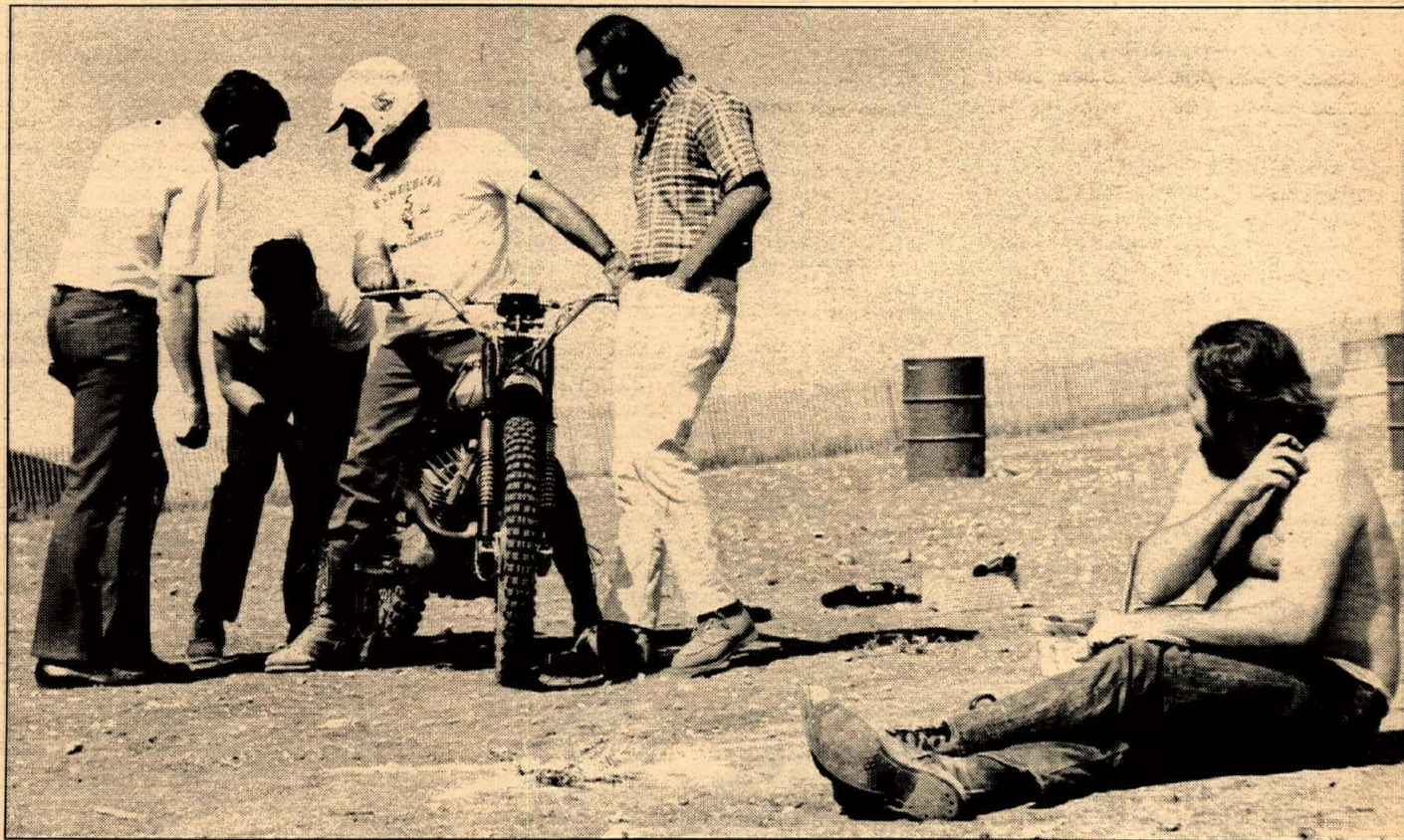
Humanistically, the test works against us. As everyone knows, the

quality of sound varies greatly. A cement mixer and a symphony orchestra might produce the same volume of noise as measured on a meter, but what a difference! You might make the same sort of a comparison between a Triumph and a Hodaka. Almost anything that is stuck on the end of an expansion chamber will improve the quality of the sound, but unfortunately this doesn't count with the Highway Patrol. It does count in the neighborhood popularity contest, however.

To ensure accuracy, each test was

hearing is such that if you double the intensity of a sound, a person does not hear it as "twice as loud." If he did, he would quickly go insane because there is a lot of noise that is more than 1,000,000 times as intense as a soft whisper. In order to bridge the gap between physical fact and physiological fact (and for other reasons as well), the measurement of sound is generally expressed in decibels. Three db is the magic figure to remember: It is about the smallest discernible audible difference between sounds. Three db also represents a doubling of the

Considering the meaning of the term "decibel", it becomes clear that even the worst of the silencers cut down the volume of noise quite a bit because none of them are worse than 3 db down from the open pipe level. Several other things are also apparent. First, none of the devices meet the CHP standard of 88 dbA (The small J&R/Horstman-Krizman spark arrester on my Sachs does, but it's like a cork in the end of the pipe). Some of the silencers would probably get by on the street if a good helping of discretion was used, but they don't make a bike street legal. Period.



Darryl Bassani, Ron Fry and Rick Vesco were willing helpers in the test. Author is on bike, Editor Bob is supervising.

repeated three times and occasionally, when it was felt that the rider wasn't getting on it hard enough, it was repeated several more times. Present at the tests were, myself, Bob Sanford (Cycle News Editor), Mike Jackson (Norton Villiers), Ron Fry (J&R Products), Darryl Bassani (Bassani Engineering), and Rick Vesco (Hooker Headers). With that crowd, you can bet there wasn't any hanky-panky! We had four motorcycles; my Sachs with a K & G Engineering Expansion Chamber, Bob's Yamaha with both a Bob Bailey pipe and an A & A pipe, an AJS with a factory silencer on the stock pipe, and Ron Fry's 400 Husky with the stock pipe.

When all the tests were run, I averaged the three loudest in each case. The results are listed in table 2. In order to understand the measurement, the meaning of the term "decibel" must be understood, at least intuitively. Human

intensity. A ten db change in a sound level seems like double the loudness but it is about eight times the intensity. Twenty db sounds like four times as loud, but it is 1,000 times the intensity. Sixty db represents an intensity change of 1,000,000.

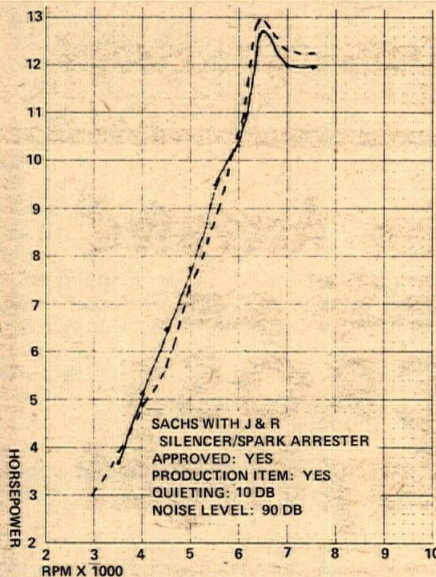
Secondly, you can not expect the same amount of quieting, or the same level of noise when you take one device and put it on another machine. For instance, the same J&R silencer that produced 8 db of quieting on the Sachs, produced 15.3 db of quieting on the Yamaha. Some

TABLE I

Manufacturer	Device	Distributor	Price	To Fit
J & R	silencers	Jerry Bases Austin & Graydon	\$9.95	Sachs, Yamaha Husky
Bassani Mfg.	silencers	Bassani	\$9.95	Sachs, Yamaha Husky
Torque Eng.	silencer	prototype	—	Sachs
A & A	silencer	A&A	about \$9.95	Sachs, Yamaha (their own pipes)
J & R	Spark arresters	Jerry Bases Austin & Graydon	\$13.95	Sachs Husky
J & R	Spark arrester/ silencer combinations	Jerry Bases Austin & Graydon	\$14.95	Sachs, Husky
Hooker Headers	Spark Arrester/ Silencer combination	prototype	—	Sachs Yamaha
Torque Eng.	Spark Arrester silencer combination	prototype	—	Sachs



C.R. Axtell did the very precise dynometer testing. Here the Sachs is running at full throttle. Earmuffs were required in spite of silencers!



This J&R combination silencer/spark arrester was the best device fitted to the Sachs. Note horsepower gain through the mid-range. Graphs of others devices are on page 15.

bikes are much harder to quiet than others. Quieting of 16 db was achieved on the Yamaha, while not even 6 db was achieved on the Husky.

One fact cannot be emphasized too strongly: The exhaust notes of all the tested bikes had a sharp, biting sound. The silencers removed the bite. The bikes were still loud, but they were no longer really irritating. For those of you who are around bikes a great deal, particularly if you don't like to wear a helmet all the time, a silencer can make the difference between hearing and deafness in later years. Noise in excess of 100 db can cause permanent hearing loss; we measured noise in excess of 100 db at a distance of 50 feet. Every bike tested was over 100 db at a distance of five feet whenever the engine speed was above an idle.

When the noise tests were completed, we took the Sachs and the Yamaha to C.R. Axtell's Dynamometer shop in Glendale. There we ran tests to determine just what the various devices did to the performance of the two bikes. The results are shown graphically

(Please turn to pg. 20)

Cycle news

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FAULTY STARTER

Please title my complaint as follows; ACA! PLEASE FIND ANOTHER STARTER.

In approximately November of 1969 I rode a moto-x at Ascot Park which required an ACA license. About six months later I finally received my card and last Sunday decided to get some of my money's worth and rode their moto-x at Saddleback Park. I arrived very early and looked around for a place to sign up but the officials seemed to be home in bed sleeping.

About 9:30 they finally arrived and about another hour later we got to practice on a very poorly prepared track. At 11:30 sharp there was a so-called riders meeting, and finally at noon the races were started, the time when most clubs are already starting their second motos. The 125cc and 250cc Juniors rode two heat races and a combined main. After inquiring of three different officials, I found out that points in the heat races didn't transfer

I learned what a bunch of cry babies there are that are supposed to be "rough-tough motorcycle riders."

A true racer should be happy to have the chance to try every kind of racing on every kind of track, not complain about the track (which wasn't Mr. Bailey's fault).

So there's my gripe. I think they should worry more about whether they are able to ride such difficult tracks and different types of starts, etc., than about making such fools of themselves.

I also noticed quite a few young, (14-15-16 year olds) giving it a try, along with a few girls. How about it boys?

MRS. THOMAS C. MOCK
Yorba Linda, Calif.

BIKES 'SHAFTED'

I am writing this letter to thank all of those people that stopped to help me after I had fallen into a mine shaft at the Shamrocks M.C. Hare & Hound in



voices

to the main. You just had to finish to get in the main and the place you finished in the main was your overall standing. Dumb! Dumb! Dumb!

I finished 2nd in both of my heats and was ready to start my third race. The starter picked up the flag and I started my machine. He tried to get fancy and stooped way down and pointed at riders whose hands weren't high enough for about three minutes. After two hundred continuous revs my plug finally quit and when my pit crew put in a new one the race was started. So even with my two second places I finished dead last.

Well, I've learned my lesson. I'll never again ride an ACA race. I'm sticking to C.M.C. They know what they're doing.

MIKE GARRETT
Torrance, Calif.

DUCATI-DESMO

Regarding Frank Kolwicz's letter last week about the Ducati: If he had read more closely, he would have noted that the only reference made to the Ducati "Desmo" was in stating that it was a fine engine. For the "Workshop" article, it is stated the "250 model shown here". If this led one to believe it was a "desmo", I apologize for my inability to get this point across. I respect Frank for his interest in his brand and hope to acquire a 450 to do a tune-up article on in the near future.

ROD BREAKER
Los Angeles, Calif.

BIG BEAR DIFFERENCE

In response to the letter 'Bailey Honored?' in the Oct. 27th issue, I would like to add a few of my own comments.

I'm only the wife of a guy who likes to race just for the enjoyment of doing it, which nowadays seems to be quite odd.

But I do enjoy watching races and the people who race in them. I must say that the day of the Big Bear Motocross I learned quite a bit.

Barstow.

It happened on the first loop of the race, approximately 15 miles out. I was riding about 100 yds. off of the main trail to stay out of the dust. I went over a small mound and the next thing I knew I was at the bottom of a 30 to 40 foot mine shaft.

After the dust had cleared at the bottom of the shaft, I found that there was another bike down there besides mine. I thought I had landed on top of someone else, but a quick check revealed that I was the only one down there.

I looked up to the top of the shaft and saw the bike's owner looking down asking if I was alright. He had come over the same spot I had just a few seconds before I did, but he was able to jump off his bike and land on the other side of the shaft. He stayed up there and waved the rest of the bikes away from the shaft. All I needed was to have someone come down on top of me.

A guy from the Antelope Ramblers M.C. stopped, saw what had happened, went back to the first check point, and was back within 5 minutes with some rope to pull me out of there. By this time about five more people had stopped to help. We then lowered the guy from the Antelope Ramblers down into the shaft by rope. He tied the rope to my bike and we were able to pull it out. All of this time more people were stopping to help. There were about a dozen people there all together.

We lowered the rope down again to the Antelope Rambler and he tied it onto the other bike. While we were raising this bike, the rope snapped and came down on top of him. Fortunately he wasn't seriously hurt, but I'm sure he has some pretty sore ribs right now. Well, we eventually got the bike out after having the rope break one more time (no one was at the bottom this time).

I just want to express my deepest appreciation to all of those that stopped to help.

It's really good to know there are people like this who will stop to help when they know someone is in trouble. I must lead a charmed life: After a fall like that, I only have a few scrapes and bruises. Once again, thanks everyone.

RANDY LINDBERG
Los Angeles, Calif.

Geboers' Bikes Bagged

SANTA FE SPRINGS, CALIF., Nov. 2, 1970 — The two works Suzukis of Sylvain Geboers were stolen from a locked van Sunday evening, it was learned today. As far as can be determined, the thieves drove the van about half a mile from the U.S. Suzuki plant here and then removed all its contents, including the bikes, Geboers' leathers, tools, helmet, goggles and other personal items. The van had just returned from the race at Bay Mare where Geboers had raced, and it had not yet been unloaded. Police had no reported leads, but believe that the thieves do not know what they have.

The other 370 works Suzuki is being shipped here from Atlanta, Ga. and is identical to the stolen machine, so the Belgian ace will (with luck) be able to continue his motocross efforts in the Inter-Am.

Bud Parker, assistant service manager of U.S. Suzuki, said today that if the Suzukis were returned voluntarily, no questions would be asked. The 250cc machine, which was ridden in the world championship has a value beyond its monetary value. If the thieves are caught, they will be prosecuted to the full extent of the law.

The numbers on the bikes are: 250cc bike, engine, RN70360 N70-14 frame, NO-14. On the 370cc bike, engine, RH70250 HO-12, frame HO-9.

Castrol GP Nears

LOS ANGELES, CALIF. — The Castrol California International Grand Prix, scheduled November 21-22 at Orange County International Raceway, is shaping up to be "the biggest International road race in the Western Hemisphere," according to AFM official, Jim Manning.

Top road race stars such as Gene Romero, Rusty Bradley, Jody Nicholas, John McGillivray and Don Emde have already signed to ride, and there is a "pretty good chance" that Australian ace, Kel Carruthers will be on hand, Manning said.

The AFM official also said that the largest number of sidecar entries ever is expected and should reach more than 20 by race day.

Qualification for grid position will be held Saturday, with the feature races set for Sunday. Spectator admission is \$3 on Saturday and \$4 on Sunday. There is free overnight camping, and spectators arriving on motorcycles will be given free pit passes.

AMA Takes Action

WORTHINGTON, OHIO, Oct. 28, 1970 — Following a recent precedent-setting legal success in the state of New Jersey, the American Motorcycle Association has decided to initiate a second suit challenging the authority of another of New Jersey's freeways where motorcycle traffic is prohibited.

In September of this year a New Jersey Superior Court Judge ruled that the Atlantic City Expressway's law banning motorcycles since 1967 was "arbitrary, capricious and unreasonable," and ordered that signs prohibiting motorcycles be removed. The decision came at the conclusion of a two year court proceeding by 54 year old motorcyclist Roland J. Ernst in which the sole expert witness was Michael F. Bondy, Vice President of the 120,000 member American Motorcycle Association.

The time period in which the state may appeal this decision has lapsed, and the A.M.A. has decided to direct its efforts now toward New Jersey's Garden State Parkway where a similar ban on motorcycles exists.

Legal counsel for the American Motorcycle Association will engineer the case, and the Association will provide expert testimony and financial support.

Speedway Half-Miler

GARDENA, CALIF., Oct. 30, 1970 — The spectacular fuel-burning speedway motorcycles, relegated to smaller southland tracks this season, get a chance to really open up as veteran dirt-tracker Sammy Tanner stages his second long-track speedway event on the rapid Ascot Park half-mile clay oval Nov. 13.

Highlighting the Friday night show will be Australian Speedway Champion, Jim Airey of Wentworth, Australia. Airey, pausing in the U.S. to take in some speedway meetings before returning to his home for the summer season, is expected to perform excellently on the big Ascot track. The captain of a First Division British League team, Airey, is accustomed to the bigger and faster tracks and, barring mechanical ills, stands a good chance of picking up a big win.

Airey, however, will have to face another top speedway rider, Rick Woods of Huntington Beach, the 1970 U.S. Speedway Champion. Woods raced at the Ascot speedway event last year and showed that the faster tracks suit him fine as he swept the show. Tanner has also signed up some top AMA talent: Tommy Rockwood, Paul Conserriere, Keith Mashburn, Jim Nicholson, all of whom are experienced at Ascot. Speedway Racing Association stars include Steve and Mike Bast, Mike Konle, Bill Cody, Dennis Gildehaus, Sonny Nutter and many more top names.

Racing on the half-mile is scheduled for 8:30 p.m. and Tanner has confirmed that motion picture star Yvette Mimieux will attend to present awards and trophies.

European Shorts....

Special from MOTOR CYCLE, England

Have you heard about the 750cc three-cylinder, water-cooled, two-stroke Suzuki Roadster unveiled at a Tokyo show? It looks like a real monster. No details available except that red zone on tach starts at 7000 and the speedo reads to 150 mph. Four exhausts, center pipe dividing into two. It also has fan-assisted cooling for traffic use.

Eleven times British Trials Champion Sammy Miller is on the verge of losing his title to Gordon Farley. Miller's Bultaco stopped with ignition trouble in the Pearce Simon Trials Sunday. Now he has to win the final round of series with Farley on a Montesa lower than tenth to take the title for the 12th time.

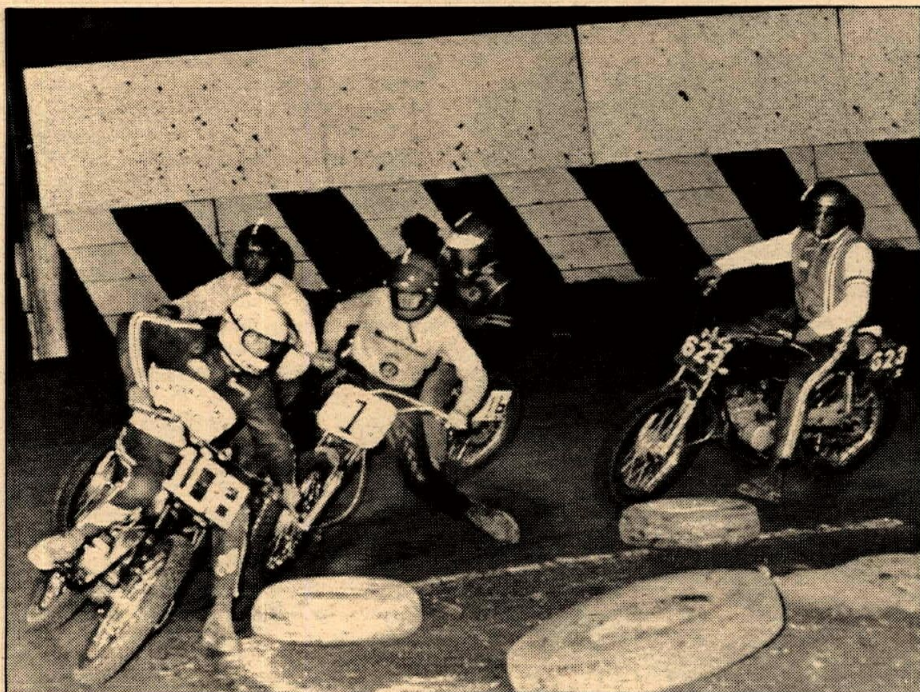
Greeves has a new ISDT bike with a 175cc Puch engine. Factory rider John Pease will test in Continental Events starting with the Dutch Two-Day European Championship round next weekend.



COSTA MESA, CALIF., Oct. 30, 1970 — Jim Airey was like a steam roller at the second night of Anglo-American Gold Cup speedway races here at Orange County Fairgrounds. He won every race he entered in the regular program and helped the Anglos to extend their lead in the series by taking a second in the third match race behind Ivan Mauger but ahead of Steve Bast and Larry Shaw. The current point standings in the series is Anglos 24, Americans 12 with the final night coming Friday. Report by Mike Capalite, photo by Dennis Greene. (Results on page 22.)



APPLE VALLEY, CALIF., Nov. 1, 1970 — Jim Hoover's efforts at a sweep of the 125 and 250 Sr. classes at Deadman's Point were partially thwarted Sunday by chain problems in two motos. He easily took all three 125 motos on a Sachs and was leading local favorite Rex Staten in the three 250 races. He lost his chain twice but beat Staten in the final moto. The Juniors provided the day's most exciting racing with some tough scraps in several divisions. The biggest crowd pleaser occurred in the sometimes clumsy 500 class. The Juniors looked sharp and Husqvarna rider S. Schmit rode a pair of firsts and a fifth to the overall win. Deadman's Point motocrossing was typically well organized and promoter Bob Dresslar is continuing his fight against the track's getting shut down. Report and photo by Eric Raits. (Results on page 22.)



SOUTH GATE, CALIF., Oct. 30, 1970 — Nobody could claim total dominance at Trojan Speedway Friday, but Tommy Horton made the strongest attempt by adding two more trophies to his already huge collection with a pair of firsts in the 100 and 125 TT Mains. Bruce Nordstrom came close with a victory in the 125 Flat Track Main and second in the 125 TT Main. A five-man pile up occurred at the start of the 250 TT Main but none were injured and all restarted. Report and photo by Eddie Smith. (Results on page 22.)

SACHS dominates motocross



CMC MOTOCROSS — 10/25/70
Carlsbad, Calif.
125 JR. DIV. I
1st L. Mellgren — SACHS
2nd R. Rodriguez — SACHS
3rd L. Markey — SACHS

125 JR. DIV. II
2nd J. Cartmill — SACHS
3rd W. Beckwith — SACHS

125 EXPERT & INTER.
1st J. Beauchamp — SACHS

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Remember last year when we were one year old and we thanked all our wonderful customers by having a birthday party and free drawing for a Suzuki bike and other neat prizes and on the day of the drawing everybody came into the shop and had some cake and a swell time?

Well, we're going to do it again.

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Friday, Nov. 13th — 10 am until closing

First Prize —
1970 Suzuki TC-120II Cat

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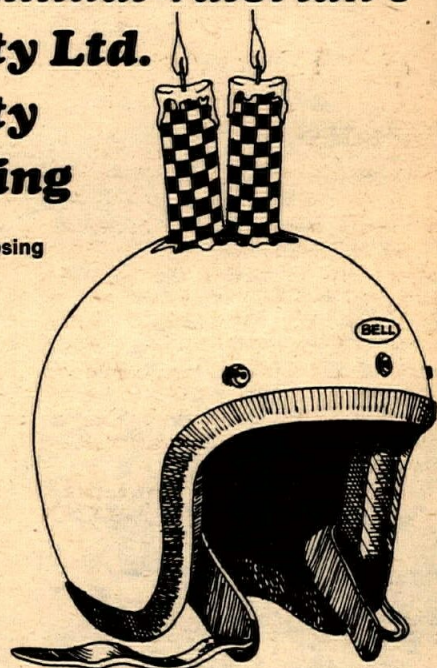
Third Prize —
Bell Magnum helmet

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AKE JONSSON VICTOR

By Bob Sanford

MOORPARK, CALIF., Nov. 1, 1970 — Ake Jonsson was virtually flawless at Bay Mare Sunday, as he and his consistent, powerful Maico captured two firsts and a second to take overall honors at the Los Angeles Grand Prix.

But Jonsson's consistency, rather than power, proved to be the real difference. Husqvarna factory rider, Bengt Aberg was incredibly quick around the dusty Bay Mare circuit, but a spectacular crash and a series of mechanical problems left the 500cc

Before a crowd of more than 8000, fourteen of Europe's finest motocross riders demonstrated their continued superiority over America's finest, although young AJS rider, Jim West showed some real brilliance at times and was the only American never to be lapped by the winning Europeans. West's ability and persistence paid off, too, as he walked away with top American honors, with a ninth place overall finish.

Mark Blackwell, the fast-improving high school student from Hawthorne, also showed he was not far behind the



Jonsson leads Arne Kring over a Bay Mare hill.



Ake Jonsson, just before the start of the third moto.

World Motocross Champion with an eighth place overall.

In the first of the three International motos, for instance, Aberg had built such an impressive lead that it looked for all the world like he might lap some of the better Europeans. But then on the ninth lap, he lost control coming out of the esses and his bike went careening end over end down the sandy, spectator-lined straight. Jonsson went on to take his first victory of the day.

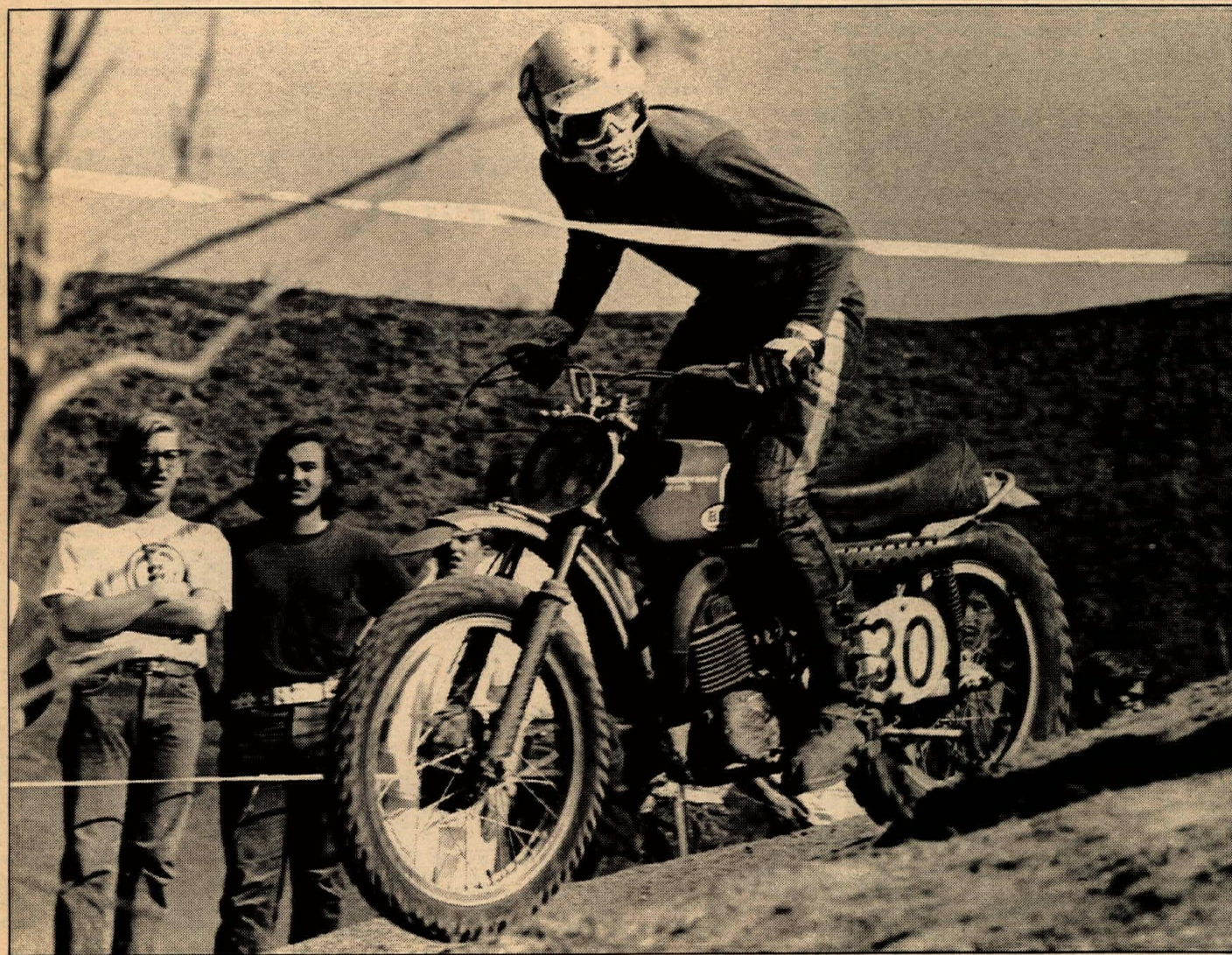
Europeans, finishing second American and 11th overall. Except for plug problems in the first moto that caused his engine to stall, Blackwell was right up with the best of them. And Mike Runyard, displaying some of the same consistency that carried him to the top of the American heap last week in Tulsa, ended up as the third place U.S. rider.

John DeSoto, who to date is leading Americans in Inter-Am standings, was running in sixth place during the early stages of the first moto, until, incredibly, his triple crown broke and he retired on lap seven. Repairs could have been made, but the former Hawaiian champ was in the midst of a bout with the flu and opted to retire for the day (on Monday morning, DeSoto said he was feeling "much better" and plans to leave for the Inter-Am in Colorado Wednesday morning. "It's hard to kill a Hawaiian," he said, "Even though they're a dying breed").

However, the most outstanding American performance Sunday had to be the one turned in by teenager Billy Clements during the first moto. Phenomenal, is the only way to adequately describe it. Apparently shaking an old habit of poor starts, Clements was off the line like a shot. At the end of the first lap, he was in seventh place, just behind DeSoto, and not very far behind the leader, Bengt Aberg. And whereas most Americans have a tendency, after the first few laps, to fall off the scorching pace set by the Europeans, Clements stayed right with the front runners. By the eighth lap he had moved up to sixth place, and was successfully holding off the likes of Willie Bauer, Roger DeCoster, Andy Robertson and Torsten Hallman. Around and around they went for 15 grueling laps. And when the checkered flag dropped and the dust had cleared, none other than Billy Clements had captured sixth place.

Unfortunately, rear brake problems forced Clements to make a pit stop on the eighth lap of the second moto. After that, he was never in serious contention, although he did wind up 13th overall and fourth American.

Former Greeves ace, Jim Wilson tried out his big CZ Sunday and showed his usual good form during the first moto. However, he had mechanical problems



Mark Blackwell checks out the competition during the second moto.

AT L.A. GRAND PRIX



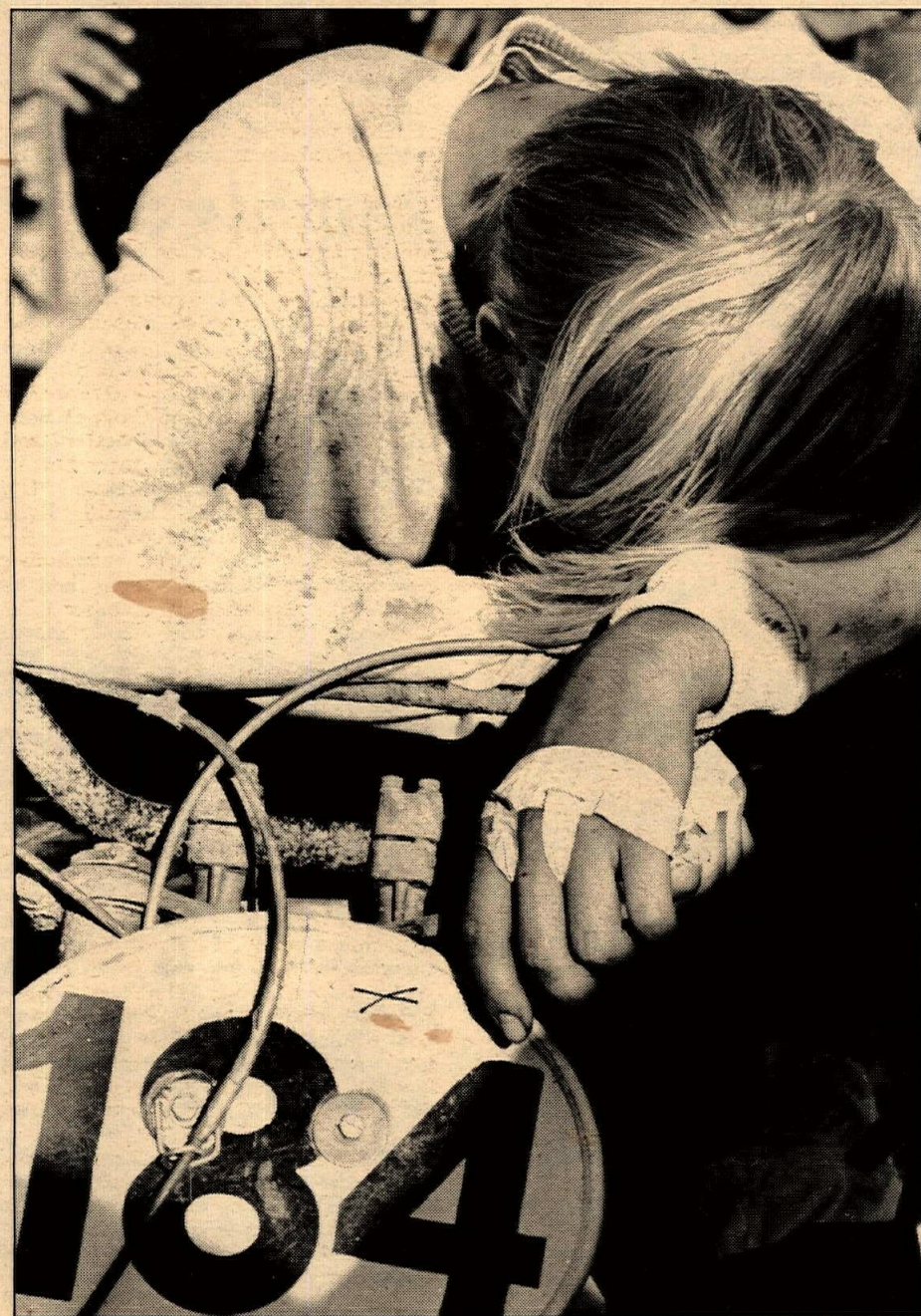
Bengt Aberg was fastest around the track, but a spill and mechanical problems hurt his overall performance.

in the second go and reinjured his knee at the beginning of the final round and was forced out. Wilson left Monday morning to compete in next Sunday's Trans-AMA event in Texas.

In the second moto, it was Jonsson

again, after Aberg started making stops for repairs on the third lap. Blackwell, with a 13th overall, was top American, followed by West.

In the third round, Aberg dazzled the crowd with a wire to wire performance,



Bill Clements rests before the start of the third moto.

with second place going to fellow Husky rider, Arne Kring, who ended up second overall.

The much taunted Suzuki of Sylvain Geboers was always near the front of the pack but never a real contender. Geboers took a heavy spill on the long downhill during practice, causing a good deal of work for the many Suzuki mechanics accompanying the Belgian rider.

And another Belgian, Roger DeCoster, was obviously not at his best, as he is still recovering from a painful leg injury incurred two weeks ago at the Inter-Am in Ohio. "I just can't put my left foot down," DeCoster said. "I just do the best I can." The CZ factory rider said he liked the course, as did most of the other Europeans. "It's a nice circuit," he said. "Except for the dust."

And dust was a problem Sunday. Strong morning winds virtually destroyed hours of work by two water trucks. By afternoon, the winds had resided but the winds had so dried out the track, it was all but impossible to keep the dust manageable. Never-the-less, some very good racing made up for the dust-induced irritation, which, incidentally, was nobody's fault but the wind gods.

The whole spectacle was filmed for ABC's Wide World of Sports and should appear on TV in the near future. Motorcycle's oldest teenager, John Rice did the Camera-on-the-helmet trick for the film crew, and still had time to take a fourth place in the 500cc National class. Bob Messer won that event, followed by three other Maicos (Are you listening, Frank Cooper?) Messer also took home a first in the 250cc National event, while AJS mounted, Doug Grant won the 250cc Jr. event and Dave Rodgers topped the 125cc Seniors.

(Results on page 22)



Jim West wound up as top American.



John Rice used this helmet camera for ABC's Wide World of Sports.

Bauer Wins, But West Hero Of Ascot's Night Inter-Am

By John Betha

GARDENA, CALIF., Oct. 30, 1970 — Jim West.

If the European riders hadn't heard the name before, they certainly have now as the spirited AJS hot-shoe led the parade around the re-arranged Ascot motocross course tonight during the third International moto for more than 20 minutes.

Bobbing and weaving with the same skill as any European racer on hand for the Inter-Am series, West was second off the line and passed Willie Bauer half-way through the first go-around.

Spurred on by the cheering fans, the fantastic Number 34 regained the lead five seconds after Bauer had passed him in lap three. He held first while holding off Bauer's desperate efforts to pass, who was, in turn, being pressured by Andy Robertson.

Late in the race, however, Bauer finally got by and really opened the throttle in an attempt to leave the impressive American. Now it was a battle for West to retain second as Robertson closed in. It appeared that West's AJS was going to claim second but on the last lap, the English star sped past and West finished in third.

The entire night's set of races seemed to be a tossup as to who would eventually be the overall winner.

Bengt Aberg, Swedish Husky rider led from flag to flag in the first moto but collapsed his wheel in the next.

This appeared to put Ake Jonsson in the front position as he had a fourth along with his second moto win. But Bauer, the German Maico rider, made his best showing of the series by winning the all important third moto. This, combined with a second and a fifth, gave him overall honors with Jonsson second.

Although West was so impressive in the third moto, his performance was not as well overall as Rich Thorwaldson

(Ric) had a first, second and third against fellow Americans and was declared top American and third overall with West fourth.

Most of the Europeans appeared to have trouble with the Ascot course. Rob Taylor found his way into the duck pond putting him out of commission. Arne Kring, after a poor start in the first moto in which he finished 22nd, could only battle his way to the mid top ten in the next two motos.

Sylvain Geboers took a second in the first moto but slid out on a turn during the second and was unable to finish. In the third, he grabbed a fourth.

Ron Bunn took first in the 500cc Jr. class aboard a CZ with a third and a first, while an unidentified No. 145 took second. The mixup in lost identification was due to the fact that many riders had pre-entered and were sent pit passes but were not required to sign up before the races. The pre-entry forms did not contain the number the riders were running with. The same was with Number 292, who took fifth overall in this class, and 74, 12th in the 250 Jr. class.

Added to this problem was a near mishap in the second running of the 250 Jr. class in which the International class, in haste to reach the starting line for good positioning, broke the restraining wire and the entire field took this as permission to line up — which they did. The problem was the 250 class hadn't finished and the International stars had formed a road-block across the course.

It appeared that the first one through the pack of riders would be the winner and Dave Rodgers was first through, taking over the lead from Glen Lund. Lund, however, regained the front position as the race continued while the riders at the starting line eventually pushed their machines to the sidelines.

(Results on page 22)

840 AT JACKASS ENDURO

By Ron Schneiders

RED MOUNTAIN, CALIF., Nov. 1, 1970 — "Ride the trails of the legendary single-blanket jackass prospectors" advertised the Foothill Hawks for last year's 150 mile National Championship Enduro. And they did. All the way up through the Slate mountains practically to Death Valley. With some memorable trails and fearsome downhill, the run became almost an instant classic. So much so that this year the run attracted a record number of entrants. 840 rode and many more were turned away. The starting time had to be moved from 8 am to 7 am to be sure all riders finished before dark.

The year the run was not a championship, was not 150 miles (nor even the advertised 100) and was not nearly as memorable. Rather than following the trails of the "single-blanket jackass prospectors", it followed the trails of the Prospectors Motorcycle Club and the Greenhorners. Rather than memorable trails through the Slate mountains to Ballarat there were trails so worn that they reminded you of the Ponderosa. It was still a good run, an enjoyable run, but nowhere near a classic.

The run started at Red Mountain, ran up Steamwell road a bit, got in back of the Lava mountains and then worked its way back to the pits on the PG&E Road. At this point there was some confusion for many riders who thought they were coming into a known check. Not so. Riders were allowed five minutes to gas in the pits, but there wasn't even a speed change in the pits, let alone a check. Since the gas stop fell in the middle of 12 mph schedule, many riders were able to come in very hot. Although the arrangement was unusual, it was quite legal and quite clear from the instruction sheet.

There was no lunch break this year, which tended to make the short run seem even shorter. I had No. 95 and was finished by about 1 pm. Riders with early numbers were finished by 11:30! Enduro riders are used to having a run take the better part of a day, but those guys got in so early they couldn't even decently eat lunch!

The second loop ran right up the side of Red Mountain and went out towards Cuddleback. By and by it came back by way of Teamwell road. The toughest hill on the course was right within sight of

the pits, on the flank of Red Mountain. Soft sand concealed boulders of truly impressive size, so those who elected to take a 50 mph run at the hill quite often provided spectacular entertainment for the pit crews.

Rocks were the order of the day for much of the course and mile after mile of melon-sized chunks accounted for many rims and tires. Aside from the rocks, the chief challenge of the day was the schedule. The terrain wasn't really so tough, but the schedules were fast enough so that no one was loafing on most of the course. (Exceptions were the first and fifth sections, which were pretty easy). There was one check in the 27 mph section which Referee Jay Adams figured would surely be a tie

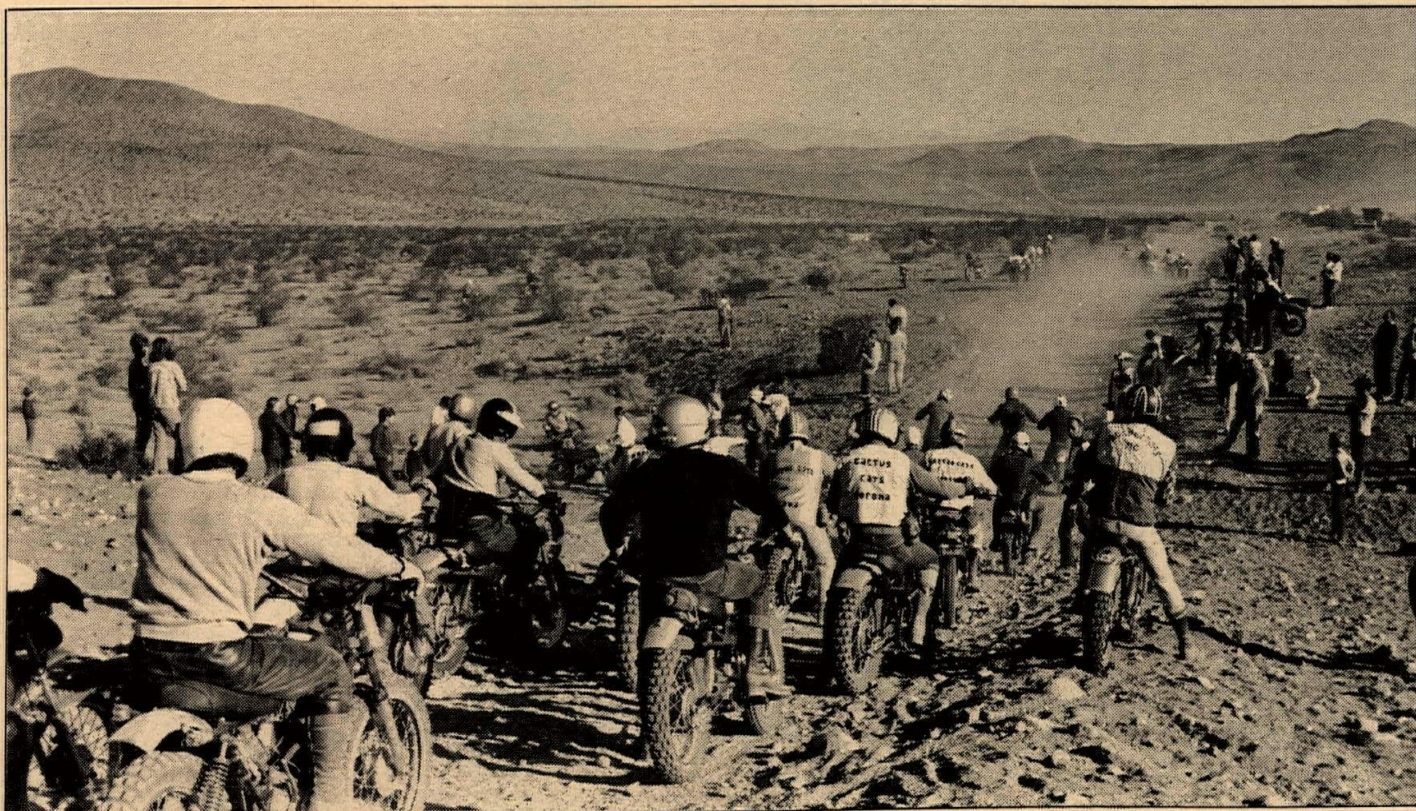
layout crew used a front-wheel drive speedometer. Incidentally, it would be very nice if clubs thought to indicate the type of speedometer drive that was used on the instruction sheet. Riders should not have to outguess the layout crew on this question, and the difference is not always obvious by the five-mile check. On those checks that I asked for my time, the checker's watches were right on the minute. There was a report of an inaccurate watch on the check just before the pits, but I didn't ask for the time at that one so I can't confirm it.

Rescue Three was on hand to pull out the over-eager types and they had a full day of it with two broken bones and other assorted mishaps. It's sure

the loot, while jack-o-lanterns grinned down from truck tops.

Many top riders competed in the event, including Gene Burcham and Bill Adams so the winner at this point is anybody's guess. 512 riders finished, an indication of the relative ease of the course.

This year's Jackass was laid out and run by two fellows who have had almost no experience with enduros, Jay Adams and Don Sarslow. They are to be congratulated for a run that was a lot of fun (if not spectacular) and very competently run. Considering that many old pros fail in that respect, it seems little short of miraculous that two relative beginners should succeed so well. Here's an interesting question:



breaker because no one could go fast enough to zero it. But one person did.

Marking on the course seemed to be very good; no one that I talked to reported any difficulty in following the course. The course mileages did not compare very well with my own, but this was to be expected because the

reassuring to see those rescue wagons out there on the course and know that competent help is available if needed.

Since Halloween was Saturday night, all the riders were asked to bring candy and whatnot for the kids. Lots of spooks and spacemen wandered from camper to van and back again collecting

When any enduro can be counted on to draw 600 to 800 riders, why is it necessary for beginners to lay out the course? And why are there only ten or so enduros per year in southern California? Could it be that there are a lot of people who like to ride enduros but don't like to work....humm?

Everything Perfect For Bakersfield Scrambles

By Jack Light

BAKERSFIELD, CALIF., Oct. 25, 1970 — Everything was beautiful; a perfect afternoon for excellent racing. The racing surface was fast, smooth, with a lot of traction available for the racers that "twist that grip". Superb handling of announcing by Digger Helm added to the happenings.

One of the many highlights was the running of the Sweepstakes race after the regular racing. Elaine Smith, winner of the Powder Puff, was placed far ahead of the other expert winners in a handicap start. Ron Tobey, 125 Expert, was next in line with Tim Tomlinson, 250 Expert, placed ahead of Carroll Jackson, Open Expert winner.

The first lap was even, almost as they started. The picture changed on the next two laps. Tobey had his "Shafter Yamaha" in first place, with all three men riders close at this point. Lap four came and Jackson made his move taking the lead with his Triumph. Tobey and Tomlinson fought it out for second place but Tomlinson just could not make up the distance on his Montesa. The finish: Jackson, Tobey, Tomlinson, and Miss Smith for the crossing parade.

The distance between the riders was not very much and it was interesting to see this type of a race. With the huge spread of horsepower the actual finish was rather tight.

The regular events were run in Heats, Semi Main, and Mains while some classes went the Moto system. Every class was hard fought, nobody taking all with the exception of a few.

Don Andretta and his Kern Kart Hodaka was one, victorious over ever hard charging Curt Lange (Kaw) in the 100 Am/Ex. These two were exchanging places with each other all day; every

race was close and hard fought. And, Tobey earned his place in the sweeps by having everything his own way in the 125 Expert.

The other positions did not come that easy.

The large class of 250 Novices was a real crowd pleaser. Fred Wells managed to ward off Wayne Garrett's AJS which, in turn, broke up the combination of Ossa bikes of Wells and Howard Anderson.

The last moto of the 250 Amateurs, was the race of the day as Tom Church (Oss) barely nipped Rick Reed in a real duel to the finish. Reed, by reason of more accumulated points, was the overall winner. Tom Francisco looked real fine in taking third.

Jim Maxwell had the 250 Expert well in hand until his Bultaco developed some ailment. Tim Tomlinson, Montesa rider from Fresno, quickly took advantage of the situation, and came in the victor. Maxwell took second followed by Rick Elissaras.

The 500 Am/Ex. pitted Ron Keener (Yam) against John Bass (BSA), followed by Bob Young (Mon). These three went for broke every time out and really had the dirt flying.

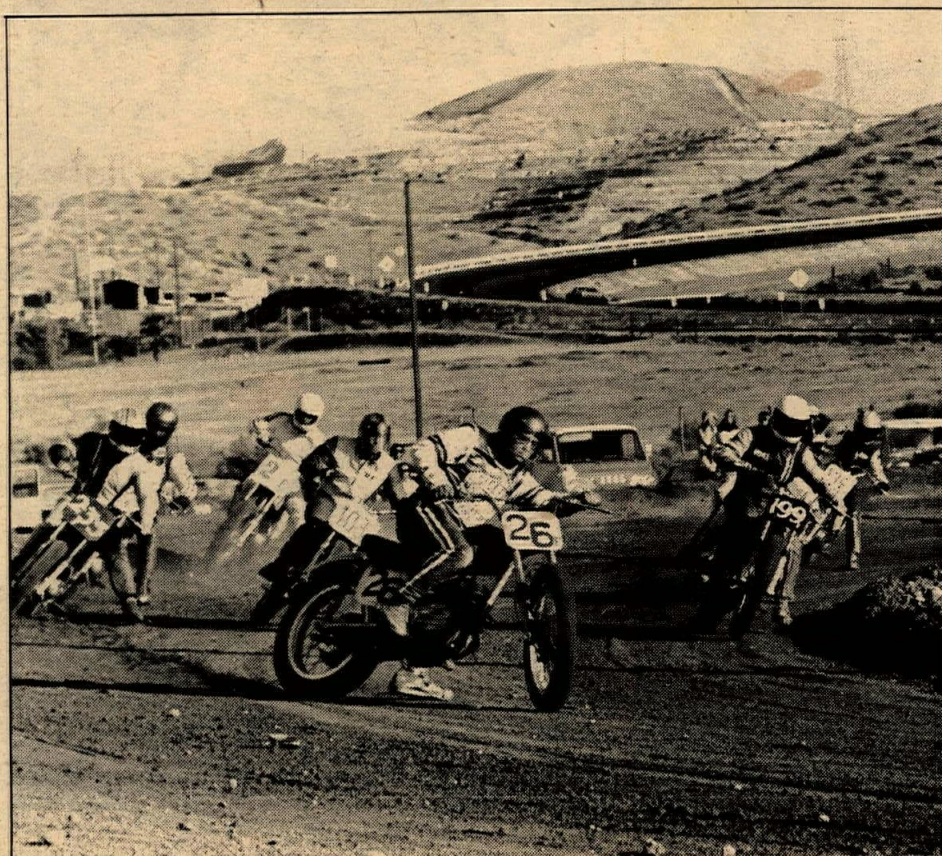
The Open Expert winner Jackson, continued his winning ways, a habit with him. "It always feels good to win" is a favorite saying of his, and he should be feeling really good by now. However, Don McKay gave the leader some anxious moments with his quickness. Rick Newby ran into a little slidy spot and lost some time, but managed to stay with them. Fourth, not far from the winner, went to John Scantlan riding the huge Harley-Davidson of Tex Thrope. Anyone riding this machine on the TT Scrambles track has his work cut out for him. "Big John" seems to thrive

on it, though. The first four finishers were very close throughout the races and the crowd voiced their approval every time.

It is amazing how well the girls ride; they should not be ignored in this sport. After all, we call motorcycling a family sport and most of us like a family with girls in it...Elaine Smith turned it on and Carol Randall and Nancy O'Hara just

couldn't keep pace but all gave it a fine try. The Sprocket's track has never been for Elaine, but after today, she may have changed her mind...now she likes it!

The race was the Seventh Annual Benefit by the Bakersfield Sprockets with all the proceeds going to the Multiple Sclerosis Foundation. (Results on page 22)



TRANS-AMA

INTERNATIONAL MOTOCROSS
NOVEMBER 15TH, 1970

SADDLEBACK PARK
IRVINE, CALIFORNIA

\$4,000 PURSE

First Annual American Motorcycle Association In Affiliation With The Federation Internationale Motocycliste (FIM) International Motocross

BSA Factory Team Riders Jeff Smith, Dave Nichol, Keith Hickman

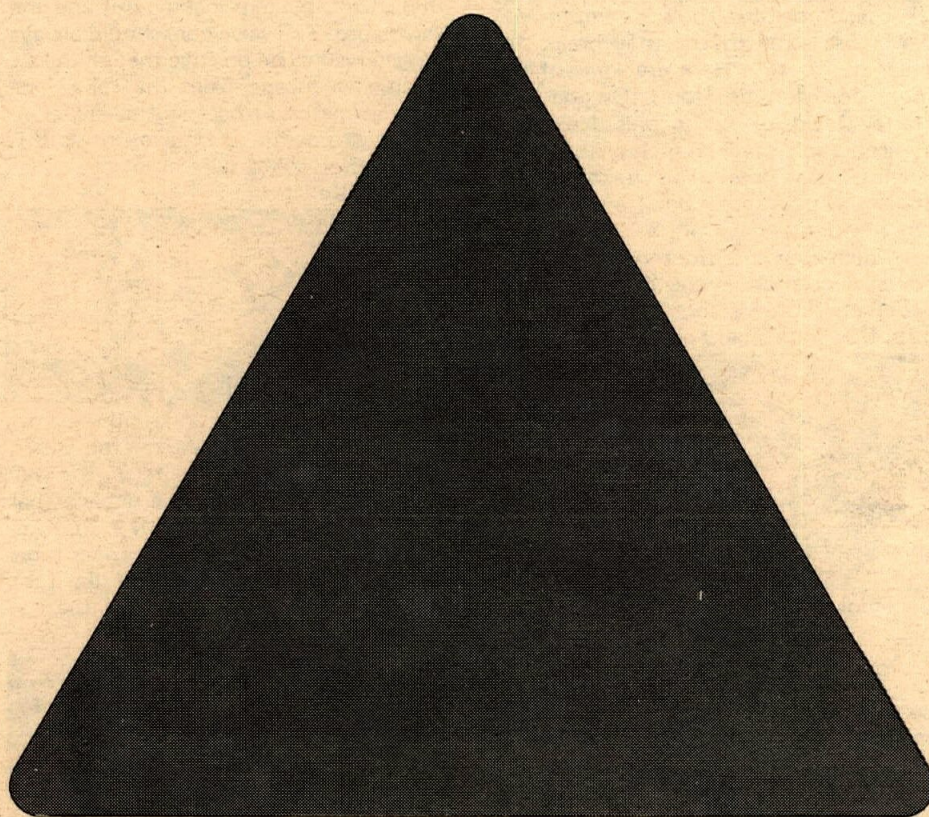
Joel Robert on the World Championship Suzuki

Malcolm Davis on an AJS

Ole Petterson on a Suzuki

Competing Against America's Best Motocross Riders

Sponsored by Cycle World Magazine



The Home Workshop

By Rod Breaker

FIXING THAT %t+*&% FLAT TIRE

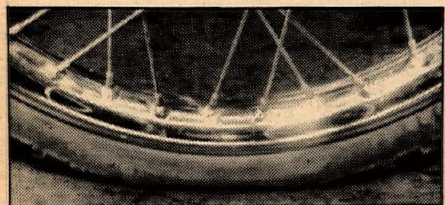
The rider who has never had to change a flat tire can indeed consider himself lucky. This is one of the most dreaded jobs in the motorcycle industry, yet if done properly, it can be a snap. Two problems loom up for the amateur trying to do it himself; first, he usually starts out on a rear wheel and sets it down so that he starts on the

sprocket side. Twenty minutes and ten skinned fingers later he realizes he should have had the sprocket down where he wouldn't smash his knuckles against it every time the tire tool slipped. Second, when he is all done, he finds that it still will not hold air because somehow it mysteriously acquired some new holes in the

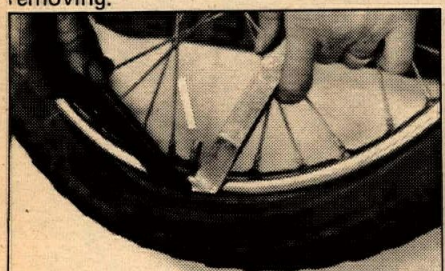
mounting period. Unless you are using a very ragged-edged tire tool, it is not the tool itself that makes the hole, but a combination of the tire tool being levered against the rim in the last bit of mounting with the tube in between the two.

If you will remember never to lever

the tool beyond the straight-up position, you will practically eliminate this problem. Here is a step-by-step illustrated procedure for changing a tire. To make it easy on myself, I used the front wheel from our illustrious editor's trail 90 Honda, because, let's face it, lightweight tires are easier. But the system is the same for all bikes.



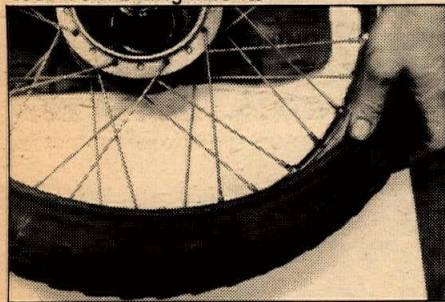
1) Here is the culprit, the sight of which is sickening to even the most seasoned rider. Whether it's on the front or the rear, you must first take away all cables, brake rods, brake anchor arms, etc. Then, remove the axle. If in doubt as to procedure, check your rider's handbook. If it is on the front, the machine must be blocked up so that the wheel is off the ground before removing.



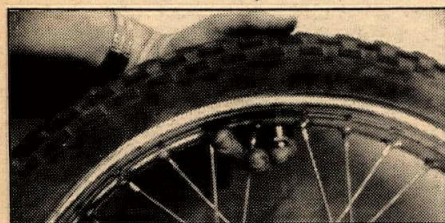
5) While kneeling on the tire opposite the stem and holding the bead in the well, hook one lever under the tire and lever the bead over the rim at the stem. Have another tool to slip into the opening to obtain a better bite, or you will find the tire slipping off the edge of the tire tool. Or:



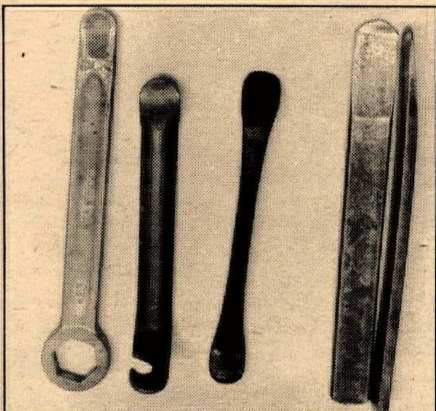
9) After patching or replacing the tube, sprinkle it liberally with talcum powder. This will make it easy to fit into the tire and keep the tube from sticking to the tire. It will also help discourage the tire tool from biting into it.



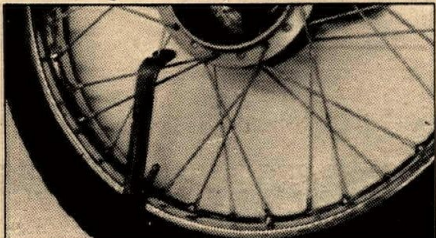
13) Starting opposite the valve stem, lever the tire on as far as possible with your hands, keeping the bead down in the well with your weight of your knees. You should be able to lever on about 2/3 of the tire by hand.



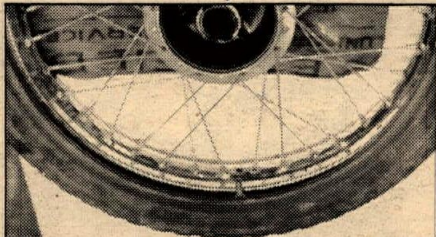
17) Before installing the valve core, inflate the tire a couple of times to make sure there are no wrinkles in the tube and to check to see that the bead is popped out evenly all the way around the rim. If the bead is uneven with the rim, as in this photo, deflate the tire and spray this section with silicone and it will pop right out when the tire is re-inflated.



2) The proper tire tools are important. Never use screwdrivers, they break the bead of the tire. Here are some of the more common tire tools. On the left, Harley-Davidson war surplus. Next is a typical tool that is included in the English tool kits. The next one is Italian, with a spoke hook on one end. On the right, one from a Yamaha tool kit which combines tire tool and wrench for saving space in the tool box. Any burrs on the ends should be eased off with fine grain emery cloth.



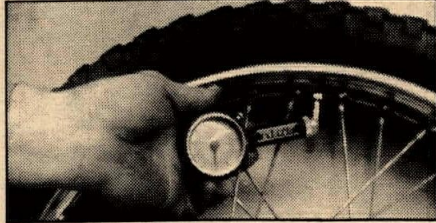
6) Hook this type of tool under the bead and clip it onto one of the spokes, it will hold the bead while the rest of the tire is levered off. If one of these cannot be purchased at your local motorcycle shop, a similar type is available in most bicycle stores.



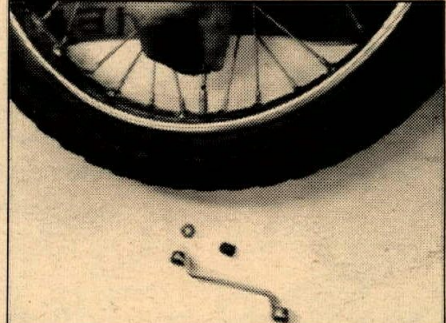
10) Insert the tube into the tire all the way around except for the valve stem. Position the stem directly at the hole in the rim. Getting the stem down into the hole in the rim is where many riders encounter trouble, but there is an easy way to do it.



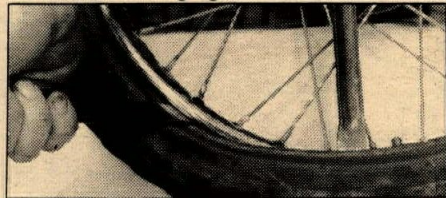
14) This last section of tire is the moment of truth: This is where the tire is most apt to be pinched by the tire tool. To avoid this, spray the rim and the bead of the tire with a silicone spray. This will make the rubber and the rim extra slick.



18) After installing the valve stem, fill with air, tighten down the locking nut and check the tire pressure. The tire pressure should conform to the manufacturers specifications as listed in your handbook.



3) Place a clean rag on the floor to keep from contaminating the wheel bearings and set the wheel down on it. Remove the valve cap, stem locking nut and the valve core. The valve core should always be removed to be positive that all the air is able to escape from the tube. The popular method of setting the wheel on an oil drum should be avoided as this makes the spokes take all of the abuse of the tire changing.



7) Working first on one side of the holding lever and then on the other, work the bead off the tire all the way around. When the bead on one side has been completely slipped over the rim, reach inside and remove the inner tube. Insert the valve stem, inflate the tube and check to see what caused the flat and where it is located.



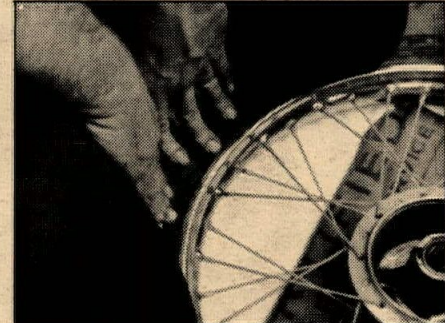
11) Position one hand up inside of the tire with the stem inside and under your hand. This will allow you to guide it into the hole. With your hand jammed inside the tire, the stem will not go into the rim until...



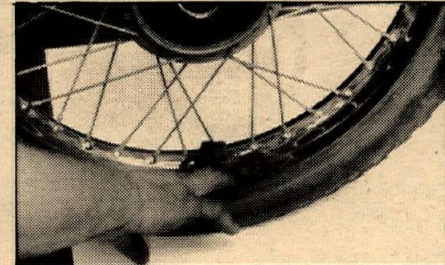
15) Next spray the back side of the tool as well. When a tube is pinched, it is pinched between the tire iron and the rim when the tire iron is pushed over center to make the bead drop onto the rim. By spraying with silicone, the tire will slip onto the rim when the tool is straight up and will not pinch the tube.



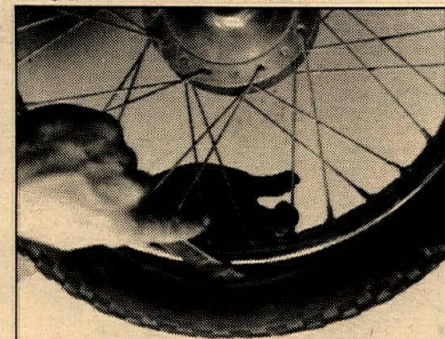
19) If you are working on the front wheel on a Japanese machine, care must be taken when installing the wheel. These pips on the speedo drive gear located in the brake hub, must engage with slots in the wheel or the speedometer will not operate. Assemble the wheel back onto the machine, hook up all the components, tighten the axle and you're on your way.



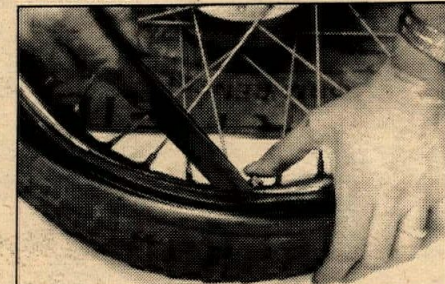
4) Break down the bead all the way around the tire. Directly opposite of the valve stem, push the bead down into the well of the rim. This will allow the bead at the valve stem to be levered over the rim. If this is not done opposite the valve stem, the stem will keep the bead from falling into the well and make removal a difficult job.



8) If you are not sure what made the tire go flat, run a rag around the inside of the tire to see if it will snag anything. Do not use your bare hand, especially if you ride in the desert. A rattlesnake fang imbedded in the tire can cause a painful wound, if you should happen to drag your bare hand across it.



12) By levering up on the opposite side with a tire iron, you will be able to easily slip the stem into the hole. After removing your hand, thread the stem lock nut onto the stem about 1/3 of the way down to keep it from slipping out of the hole.



16) By working from side to side, finish at the stem. Just before the last section is levered on, push the stem up into the tire so the tube will not be caught between the tire and the rim when the last section drops onto the rim.

DEALER WINS TRIP

Riverside Kawasaki dealer Ken Conover has been given an all-expense, 10-day paid trip for two to Tahiti from the Japanese factory for being one of the top dealers in the country.

The award isn't new to the father of three. Since taking over the C & H shop in 1968, he has won trips to Acapulco and Japan. Last year, he was Kawasaki's top dealer in the United States.

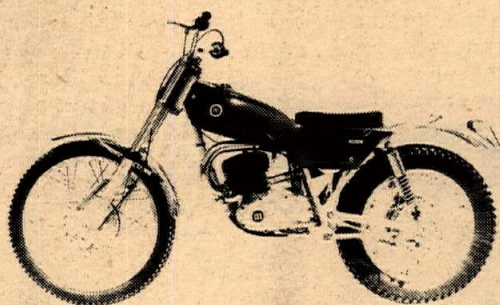
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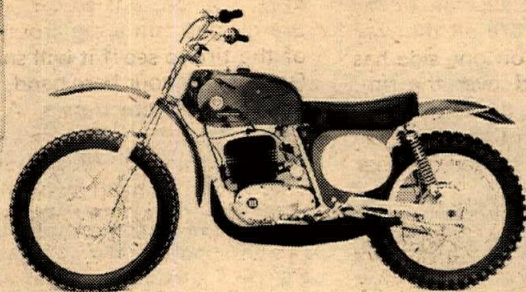
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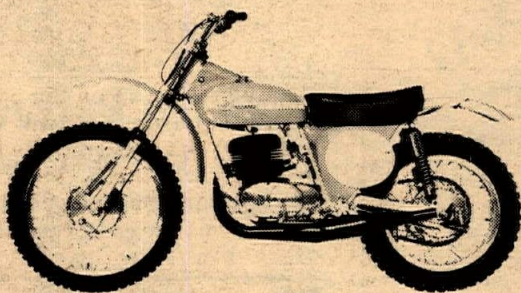
National TT Novice Champion 250
CAPPRA 250-FIVE — \$996



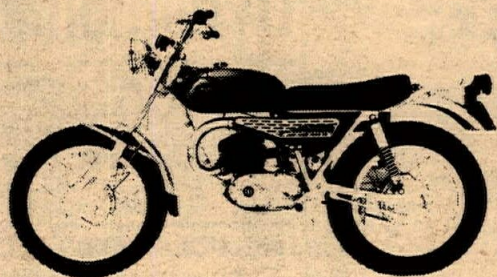
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Mike Runyard was the surprise American stand out at the Mid States Inter-Am at Tulsa on October 25th. Mike finished 1st American (4th overall). And that's the best American finish in the Inter-Am to date.



Peter Lamppu is number 1 in point standings in the East.



Tim Hart is one of the most sensational motocross riders on the West Coast.

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Motocross — 10/18/70
Amarillo Texas
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B L T. WT. NOVICE
1st Bob Miller — MONTESA

Motocross — 10/19/70
Tallahassee, Florida
250 LOCAL EVENT
4th Ronnie Turner — MONTESA

Hill Climb — 10/11/70
Cannonburg, Mich.
360 AMATEUR CHAMPIONSHIPS
1st Len Postema — MONTESA

Hill Climb — 10/11/70
Cannonburg, Mich.
175 & 200 AMATEUR CHAMPIONSHIPS
1st Len Postema — MONTESA

Scrambles — 10/4/70
Lunenburg, Mass.
250 AMATEUR
1st Edgar Hinten — MONTESA
250 EXPERT
1st Peter Lamppu — MONTESA
OPEN EXPERT
2nd Peter Lamppu — MONTESA

Scrambles — 9/19-27/70
Bakersfield
250 EXPERT
1st Guy Smith — MONTESA

Huskys Dominate Desert Race

By Bob Grant

OCOTILLO WELLS, CA., Oct. 25, 1970 — For the second week in a row a race was held here in this desert recreation area not far from the Salton Sea. This week, on the other side of the highway, the Brush Barons M.C. set up a triangular 23-mile course and sent about 150 riders around it three times.

The Brush Barons employed an unusual desert race start, live engine, bike in gear. With 150 riders on the line it looked like a giant sidewinder as everybody got the "creep-ups" before the flag was finally dropped. The success of this type of start with that many riders is dubious, to say the least.

The course was generally very fast as most of the terrain was flat. Quite a bit of the course was soft, however, making the smaller bikes work harder. Usually the first small bike is in the top twenty, but today it was 20th for the Yamaha of Rocco Tuggle.

Picking the fastest trail was Bob Rodine bringing his Husky across the finish first overall and first Open Expert. Second was Randy Hodges on a 250 Husky. Close behind was Jeff Willis on a Montesa. Number one Gene Fetty must have had his mind on the upcoming Mexican 1000, which he'll ride with partner Bill Silverthorn, as he ran out of gas on the second lap. But Gene still finished in the top ten despite his

misfortune.

Gordon Jasper on a 250 Husky, an Amateur, was first overall on the first lap, but faded to twelfth at the end, but did manage to be first Amateur. Bob Grant was first Novice riding a Husky in the Open Novice class, and ninth overall. Don Cerveney was first 250 Novice and Randy Collins first 125 Novice.

(Results on page 22)



Gene Fetty had gas problems.



Don Vesco's "Big Red" is covered with Utah snow.

Snow Cools Vesco Run

By Bruce Flanders

BONNEVILLE, UTAH — "The salt is too rough now let's go home and get ready for next year." That was what Don Vesco said after about a 230 mph warm-up blast across the salt of Bonneville this past week. This drew the curtain on one of the busiest years the motorcycle scene has ever had on the salt flats.

Vesco and his crew were at Bonneville for their third trip this year in an attempt to better the AMA mark set by Cal Rayborn and the Harley bunch. Rayborn had no sooner arrived home from his record breaking trip when Vesco set out to regain the title of world's fastest motorcyclist.

In between the H-D and Yamaha battle, the Triumph of Bob Leppan met with near disaster while traveling at around 260 or 270 mph. A part of the suspension collapsed and the vehicle pulled a self-destruct number which injured the left arm of driver Leppan.

The latest word is that Leppan is improving beautifully and is busy drawing plans of his new liner. Bob and the Triumph-Detroit crew held the record from 1966 until this year and they feel that it can be theirs again with a new and more slippery liner.

New liners seem the off season topic as Dennis Manning, who owns the current H-D liner, is also building a new beast. Other rumors link Leo Payne and other such go fast names with streamliners for assaults next year.

The salt is normally good for racing from late August until late October and we should see the record go from the current 265.492 somewhere past 280 or 290 by this time next year.

With the new AMA-FIM linkup there should be no problem getting approval for absolute speed records under both sanctioning bodies. This fact in itself makes the record more important as far as the motorcycle companies are concerned. It stands to reason if the big guns are more concerned then more money will flow toward record attempts. This has been the major stumbling block in the past.

All things considered the H-D record is a great effort from a team that went faster than anyone else this year. But the record is on shaky ground come next speed week.

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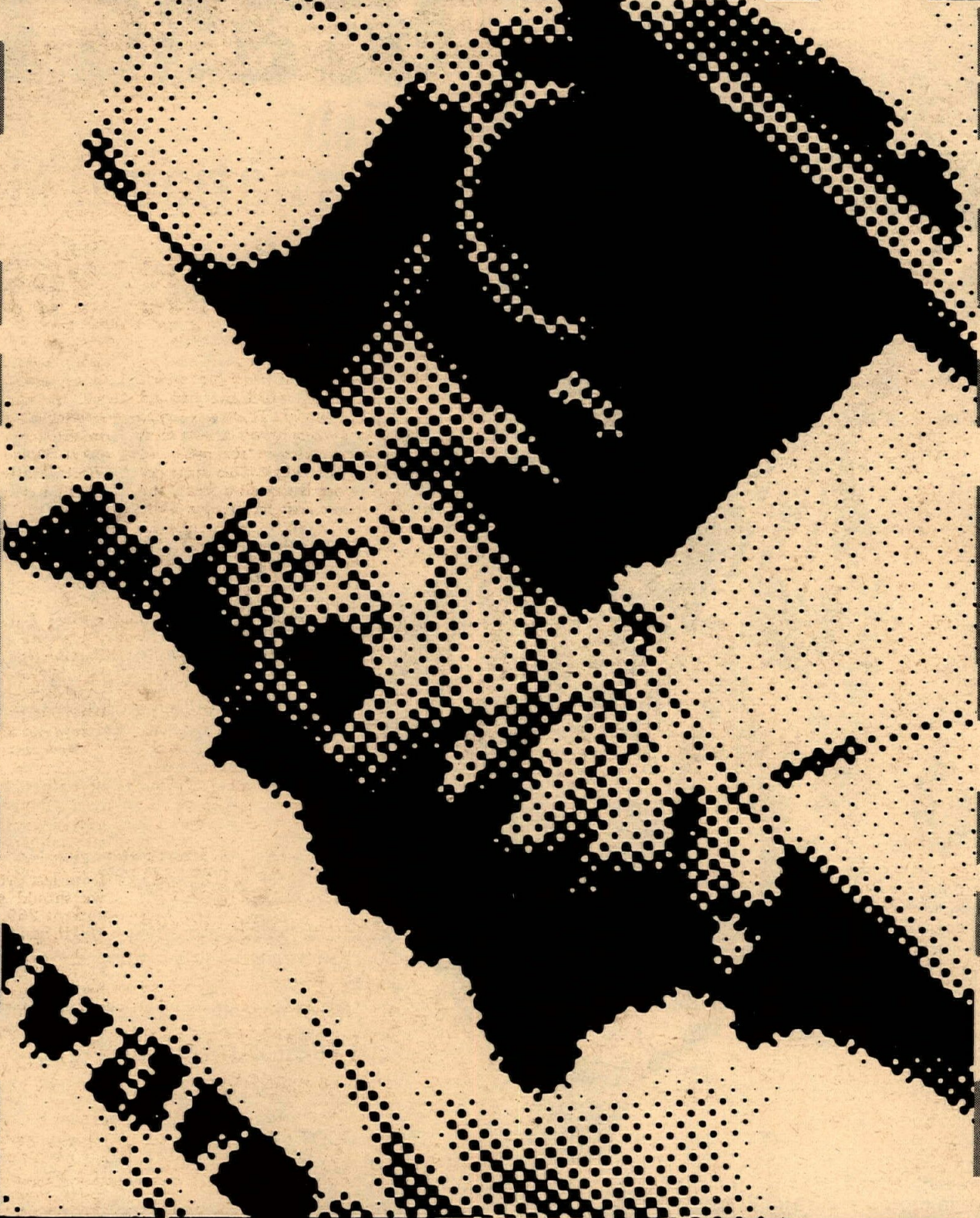
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AT COAL CREEK RACEWAY Lafayette, Colorado
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DAVE EKINS
LARRY TAYLOR
DOUG YERKES
HAYWARD MENDENHAL
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DIRT DIGGERS M.C.

SPEEDWAY STARS RETURN TO BAKERSFIELD

By Dennis Greene

BAKERSFIELD, CALIF., Oct. 29, 1970 — Speedway returned to the new track here along with four visitors from across the big pond, to put on one of the best speedway shows to be run at this track.

Dave Gifford, Jim Airey, Roy Williams and Keith Kentwell are all speedway stars in their own homeland.

Along with our super stars Rick Woods, Wild Bill Cody, Sonny Nutter were all the best class A riders in the area. All were on hand for the third successful re-opening of the track.

Jim Gresham, who has been doing very well the last two weeks, kept his lucky streak going with a very close win over Woods in the Handicap Consolation event.

Nutter ran away with the Handicap

Main and got one of the biggest cheers of the night from the fans. Just two events earlier in the Scratch Main as he was doing a foot up lock to lock slide he got too much traction and went end over end for a most spectacular crash. It did look as though he would be unable to run the rest of the night.

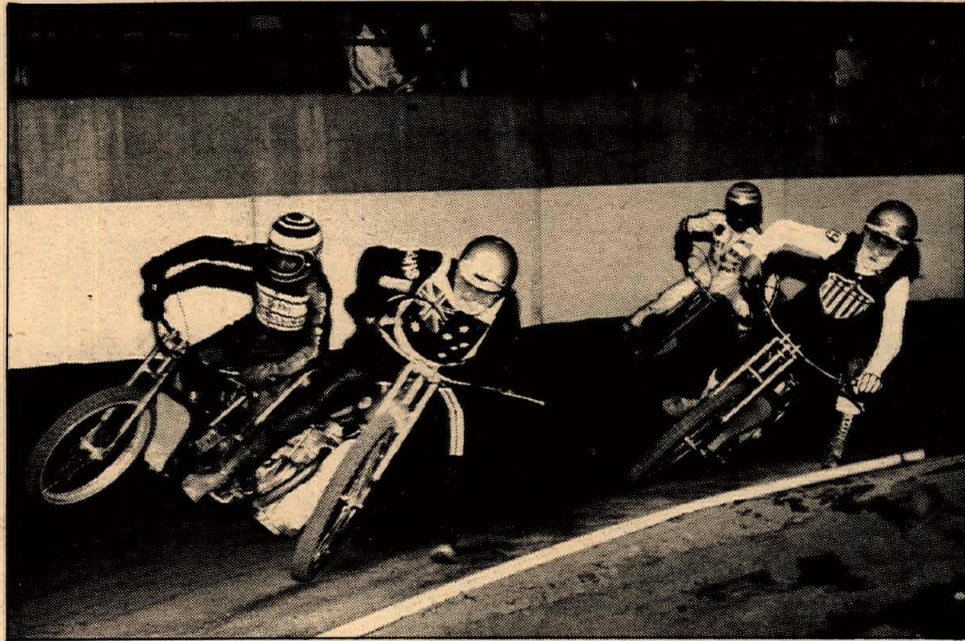
Airey won the Scratch Main Event but got in the middle of a three man pile up along with Stu Morley and Cody in the Handicap event. He injured his left foot and ran in the back of the pack for the rest of the night. Cody and Morley, although not too badly injured, did too much damage to the bikes to get them in shape for the restart of the race.

There has been one other big change, the weather. All season it was unbearably hot and did not cool down at night. Now it is a bit cold and this is the all important reason there will be only three more race events held this season on Thursday nights at the fairgrounds in Bakersfield.

(Results on page 22)



Dave Gifford.



Steve Bast takes the outside, as he tries to get past Jim Airey, winner of the Scratch Main.

Davis Wins Plonkers Trial

By DeeDee Earl

RIVERSIDE, CALIF., Nov. 1, 1970 — The Plonkers, a newly formed trials club in Southern California chose the rugged terrain in Riverside for their first invitational trials event. Blue skies and warm weather greeted the small but enthusiastic group of trialers who gathered to tackle 12 well laid sections consisting of water, rocks, sand, and steep gullies. Only 2 loops were ridden due to the extreme ruggedness of the course. Many competitors negotiating the rocky trail wondered whether the next up-coming section would be a test or a rest!

Gary Davis reigned supreme in the Master-Expert class by romping to a 9 point first place victory over second place John Walters who lost 19 points.

In the Amateur class, which rode the same sections, Chuck McHose lost 29

points to take first place honors. Sammy Perriott and Bill Deeter fought for a closely contested second place with Sammy edging out Bill by two cleans on their identical 44 points-lost scores.

The five sections laid out for kids proved to be an easy task for Kim Koskie who dropped only 2 points to the 14 lost by second and third place winners, Keith Feland and Dwayne Walters. Keith scored 2 extra cleans to cinch second place.

The Plonkers will be putting the experience gained at this trial to good use in January when they will be co-hosting with other So. Calif. trials clubs the "El Trial de Espana". The trial will be presented as a fund-raiser to send our No. 1 So. Cal. trials rider to compete in the Spanish round of the European Championship in 1971. Watch Cycle News for more information on this unique trials competition.

scramblin' around

By Maureen Lee

Well, we did rattle the bars of a few cages with our columns on creeping professionalism in sporting events, which was the intent of the articles. We asked for comments and they're starting to come in too, yesterday we had a phone call from a gentleman we've never met, he rides desert and he was 100% for that "Super-Expert" class or whatever it would be called. The groans are coming from the guys who would be put in that class.

Don't know why, nobody is saying they can't ride, only that they should compete against their own kind. My nasty little mind immediately made me wonder if that some of them aren't so "super" after all in riding ability and wouldn't do so well if they were only in there with the other top dogs. Anyway, that phone call yesterday completely made my day.

As most of you know by now our number one lightweight scrambler Larry Taylor is out with a broken leg. When he broke it on a freshly watered section of the Elsinore track he was 44 points ahead of Danny Hockie and still has enough points to be able (we hope) to carry a plate within the first five next year. Rumors coming from his house say that he's laying there growling away and having everyone scooting around at his beck and call with cokes, goodies etc. 'til they're almost ready to break his other leg. We're just kidding, Larry.

A couple of weeks ago Bob Bailey threw a motocross in Big Bear and some of the riders objected to the way Bailey told them in no uncertain terms how the races were going to be started, which is the starter's prerogative. He is boss at all times. Some of the boys didn't like it and wrote a letter to the paper criticizing the fact that Bob threatened to rap a few knuckles and also complained about the intermission and the fact there wasn't any popcorn. I would have given anything to see their faces a few days after that letter came out in print. Bob and his wife, Elaine, carefully wrapped and mailed a box of popcorn to each of the gentlemen! Not only can Rapid Robert ride, he has one heck of a good sense of humor, too!

Well, Hopetown is nearly upon us and rumors are still floating around that the place was completely destroyed by that disastrous fire. Well, it wasn't. There naturally was damage and the official Dirt Digger statement is, "It's a little singed but Hopetown is alive and well."

Don't forget to mark in on your District calendars the motocross granted the Stumpjumpers on November 22nd. They'll be using the major portion of the International course at Saddleback and have also come up with a new idea for trophies.

Hope you've seen the telephone company's TV commercial starring Skip Van Leeuwen, it's a good one. And don't forget again about that creeping professionalism series. It's got of people talking and some want to see the changes made. If you do, don't just talk, let's do something about it.

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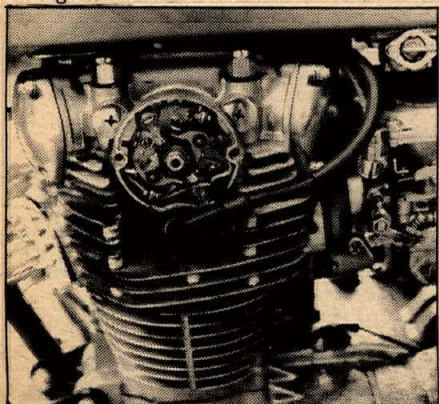
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CYCLE NEWS TEST:

By Ron Schneiders

A person who tests a motorcycle makes certain assumptions about the people who are going to ride that motorcycle. Sometimes these assumptions are conscious, sometimes not. The worst assumption is that all riders are like yourself. This is the assumption that shows when a writer tests every road bike as if it were destined for the Isle of Man and every off road bike for its Inter-Am potential. Rightly or wrongly when I first learned of the Yamaha XS-1, I assumed that its primary appeal would be to two fairly different groups of people. The first group would be those people for whom the motorcycle is sort of an outward extension of their personality. They are seen parading down the Sunset strip dressed to the teeth and usually carrying a member of the opposite sex on the passenger seat. Actually they are kind of a group-within-a-group. If they had more money they would be riding Honda Fours and if they had more talent and patience, they'd be riding choppers or some other custom rig. Having neither they ride a 650 of one sort or another. What turns these people on is looks, sounds and probably something I would call "soul" except that I'm not tuned in to that scene. I must disqualify myself as road tester for that group because I'm not familiar enough with the criteria.

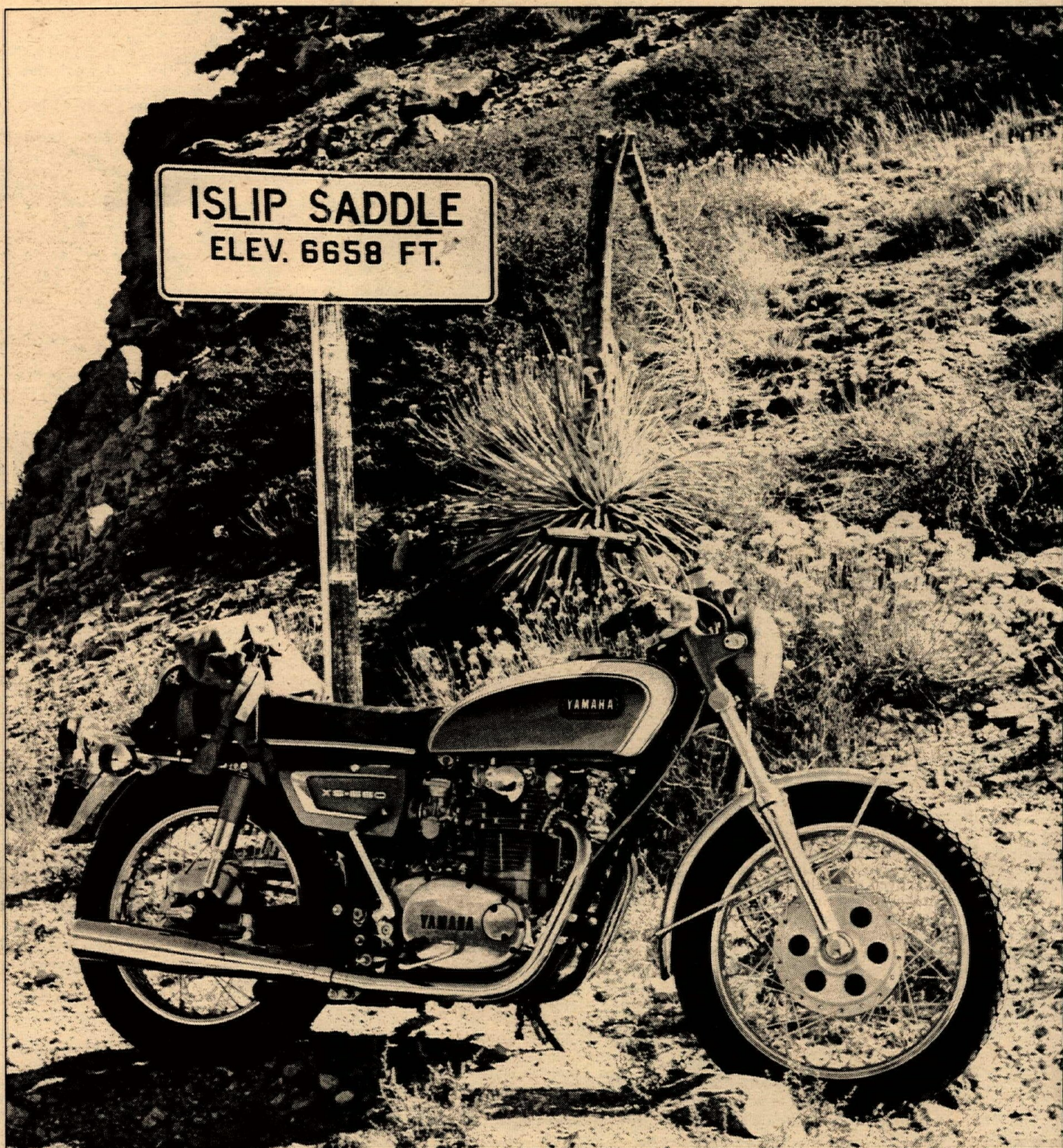


Points are very accessible on the Yamaha.

The second group who will buy the Yamaha 650 are those who like to ride everywhere, for whom the motorcycle is really a means of transportation. As a group, they'll be younger (at least in spirit) than BMW riders and they won't want multi-cylinder jobs because they're too much of a hassle. They'll put on 12,000 miles a year and keep the bike until there is nothing left to repair. Just like their fathers or brothers did with their TR-6's. I decided to test the Yamaha as though I were one of them.

When the bike was delivered to me, I was told I would have it for ten days. I made up my mind that when I returned it there would be 1,000 miles on the odometer. The first trip was back to Yamaha International because the bike was delivered without instruction manual, tools, license plate, or side view mirror. I got a license plate and an instruction manual (for the 70 model) and then I took my first ride up the freeway. The first impressions weren't great. There was tremendous vibration in the vicinity of the handlebars and the steering was just plain lousy. The first time I used the front wheel brake hard, I almost went down: the bike just took a nose dive to the right. This was Thursday. I took the bike over to my friends at World Cycle in Hollywood for help and consultation. They gave me a mirror and replaced one of the signal light bulbs that had burned out and gave me some screws for the tail light lens which was about to fall off. They agreed that the front end was not right, but they couldn't immediately diagnose what was wrong. Back to Yamaha International.

It was found that most of the screws holding the front end together were loose (like the fork pinch bolts and front axle pinch bolt!) and that there was insufficient oil in the front forks. This is a function of improper preparation, rather than a deficiency in the machine. Repairs were made while I waited, but it was discovered that something was leaking from under the tank and it wasn't possible to get the carbs really smooth. They wanted me to leave it but I had no way to get home. I promised to bring it back in the first of the week. Due to other affairs that



The Yamaha was very much at home in the mountains.

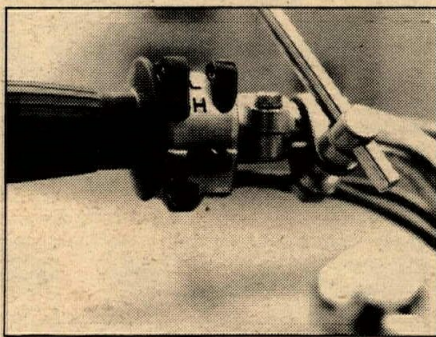
turned out to be Tuesday. They worked it over and I came back to get it in the afternoon. They had my bike ready but they wanted to give me a brand new one. I refused it, partly for selfish reasons, partly from principle. After all, they wouldn't give a customer a new one and besides I had 180 tough break-in miles logged on that machine. It was starting to loosen up. Finally I could really start to test it. Just as soon as I could find the headlight that quit working on the way home. That turned out to be a loose connection. No big thing, if you're not on a dark freeway at 70 per.

Since the group of people that I postulated as the principle buyers will use the bike on the freeway quite a bit, that was my first consideration. All told, I rode about 150 miles on the freeways and, once the front end was fixed, the bike really felt good. Moreover, it was safe. When a dangerous situation develops on a freeway, you have three options: Accelerate, stop, or swerve. The first is usually the most effective — if you have enough power. The Yamaha had plenty. You could always stick into 4th and pull away very fast or leave it in 5th and pull away with moderate acceleration. The front brake is a good stopper with lots of "feel". You can come within an ace of locking up the front wheel repeatedly, without doing it. I really liked it. It never did get completely over its tendency to want to pull to the right a little, but after the screws were tightened it was just that: a very slight tendency. Bet you could eliminate that with a fork brace.

One thing that a rider can get used to

in a hurry are those nice big signal lights. They ought to knock ten bucks off your insurance rate if you have lights like those on the Yamaha and use them consistently. Taking a cue from the British, the Yamaha has a horn that is totally useless for anything except scaring the passenger.

The suspension is a bit stiff for the freeway but I didn't find it objectionable. There was, however, one freeway situation that the Yamaha was



Lots of buttons under rider's left thumb can cause confusion, especially in the dark.

not up to: Sometimes the roadway is broken into blocks about forty feet long and ripples develop in the road. It must be one of the ultimate tests of a suspension. Most car suspensions cannot completely soak up those ripples at 65 mph. The Yamaha suspension can't seem to handle them adequately at any speed that is reasonable. The situation ranges from decidedly uncomfortable to downright dangerous as the speed increases. Apart from that one area,

though, the Yamaha seemed to be an excellent freeway bike.

Since the rider that I have described will do a lot of night riding, I did, also. About six or seven hours worth. The most important consideration was the lights. On the Yamaha they are bright. After years of British bikes, I can really appreciate good, bright lights. Apart from the one loose connection, and the burned out bulb at the beginning of the test, I experienced no difficulty whatever with the lights. The speedo and Tach were well enough lighted to read easily but were not obtrusive. One small complaint: All the buttons under the left thumb become difficult to sort out in the dark. Even after several hundred miles I would still wind up trying to dim the turn signals or turn out the horn.

One testing aspect that is often neglected is performance in miserable stop and go traffic. On Saturday my wife and I took the bike on a shopping trip, across downtown LA, freeway over to Manhattan Beach. Saturday afternoon traffic, shopping centers, smog, more traffic, stop every corner for a light, back on the freeway up to Pasadena, through downtown Pasadena, stop for pedestrians, stop for lights, stop for accidents and on and on. The bike made the trip tolerable. Through the whole day, it idled smoothly, didn't overheat, the clutch worked nicely and it was just really nice to ride. It's well geared for that kind of riding, so it's not always necessary to be slipping the clutch. Every place that we stopped, the bike drew compliments on its looks, quite often from non-motorcyclists. The

THE YAMAHA XS-1B

exhaust note, though fairly loud, is apparently not loud enough to be offensive. The many cops that we passed paid us no heed. By Saturday night there was 607 miles on the speedo and I had to return the bike on Monday, so I had a lot of riding to do on Sunday. Figuring 50 miles on Monday, I had to ride 350 miles on Sunday.

At 7 am Sunday it was fairly cool and the Yamaha took 5 or 6 kicks to start and about 4 minutes to warm up enough to be ridden, which was about the same as other mornings. Once the machine was warm, I could take bets on being able to start it on one kick. I tied my knapsack to the passenger rail, which is one of those nice little features that you don't notice until you have a bike without one. To warm up a bit I took the bike up over the Griffith Park Mountain Road. This is a rough, asphalt-surfaced road with tight hairpins, and off-camber turns, that is often wet because they water the shrubbery alongside the road. It's a good place for checking handling on a racing level. The Yamaha is not a race machine and doesn't particularly like being treated as one. Over bumps the rear wheel hops, pegs and stands grind on the turns, and the Dunlop K-70 on the front doesn't inspire great confidence. It will get around fairly well however and if you don't get too carried away, you can play racer to your heart's content.

Leaving the Griffith Park Grand Prix circuit, I headed toward a more suitable area for touring, recreation-type riders, the Angeles Crest Highway. This road also has lots of turns, but they're smooth, banked the right way and of fairly large radius. It's the kind of road where you just swing lazily back and forth, in fourth and fifth gears, with a sensation somewhere between skiing and flying. The Yamaha loved it. With the turns banked the right way, nothing dragged at any reasonable speeds, the brakes worked well without any indication of fade and the motor sang happily. Even the altitude which has many bikes sputtering and losing gobs of power, had virtually no effect on the Yamaha. Almost before I realized it, I was in Wrightwood and turning North toward the desert.

On a long stright road that I knew, I decided to see how fast the Yamaha would go. I wound out in fourth and fifth and stuck my chest down on the tank. The speedometer needle crossed the 100 mph mark and moved slowly up to 108 mph. It was still going up, but very slowly, when I shut down. A little bit of that kind of speed goes a long

way with me. The bike handled well with no tendency to wander, but you kind of wondered, what would happen if you hit a rabbit, a beer car or a chuck hole with that ultra-stiff suspension. I didn't want to find out. The bike will do 100 mph. If you want more than that you're on your own. I am sure that the bike I had would not do 110 mph (true speed — the speedo on this bike was a good 10% fast). The bike was by this time fairly well broken in and in reasonably good tune.

At a more leisurely pace, I rode out toward Hiway 138 playing on some of the dirt roads near Lancaster. As a good all round bike should, the Yamaha handled okay on the dirt road and for once I was glad to have that fat K-70 on the front. While not the ultimate on either dirt or pavement, it works pretty well on both. Along here, I had to gas for the second time. The bike gets reasonable mileage, but the tank is a bit small for a bike this size.

Soon I drove the Yamaha fairly hard down Bouquet Canyon road. This is a twisty road and there was lots of traffic on it. Lots of opportunity for check acceleration in a meaningful way: passing cars where there is very little room to spare. The Yamaha shines at this sort of thing. It has lots and lots of power and the gears it needs. At this point I was sure that the Yamaha was an excellent bike for the type of person that I thought would be interested in it. It could handle almost anything in a competent fashion. I had already ridden 200 miles since breakfast and I wasn't tired, which says a lot for any bike. The bike looked like it was easy to service, with the points and the carburetor adjustments right out in the open, quick-detach rear wheel, accessible air cleaner and so on. Since my original troubles which were due simply to abysmally bad preparation by Yamaha International, there had been no indication that the bike would need very much attention. I was going to run an accurate check on the speedometer, meet my wife for a photography session and call it a day. The bike had 830 miles on it and by the time I got home there would be another 100 on it. Only I never made it.

As I accelerated up to 60 mph to check the speedo, there was a loud metallic sound from the primary side. I looked down to see what happened just in time to notice lots of oil coming out of the primary in front of the rear wheel. Shortly thereafter I was too busy to notice anything because the bike was going sideways down the center lane of the freeway at 60 mph. For some



The Yamaha has a nice big tail light/stop light and signals that can be seen from a long distance.

strange reason, I didn't go down. Apparently after all the oil was gone, the tire cleaned itself and I was able to bring it under control and coast over to the side of the road. (About the time I regained control, the engine quit). Thus ended the test of the Yamaha XS-1. I thumbed a ride for me and the bike back to L.A. and took it back to Yamaha on Monday. Somehow the chain had hit the clutch rod, virtually destroying it, and the badly bent rod tore the oil seal and allowed the oil to be pumped out. How this could happen I don't know and no reasonable explanation has been offered. This chain was quite loose as a result of the long ride, but it was not loose enough to

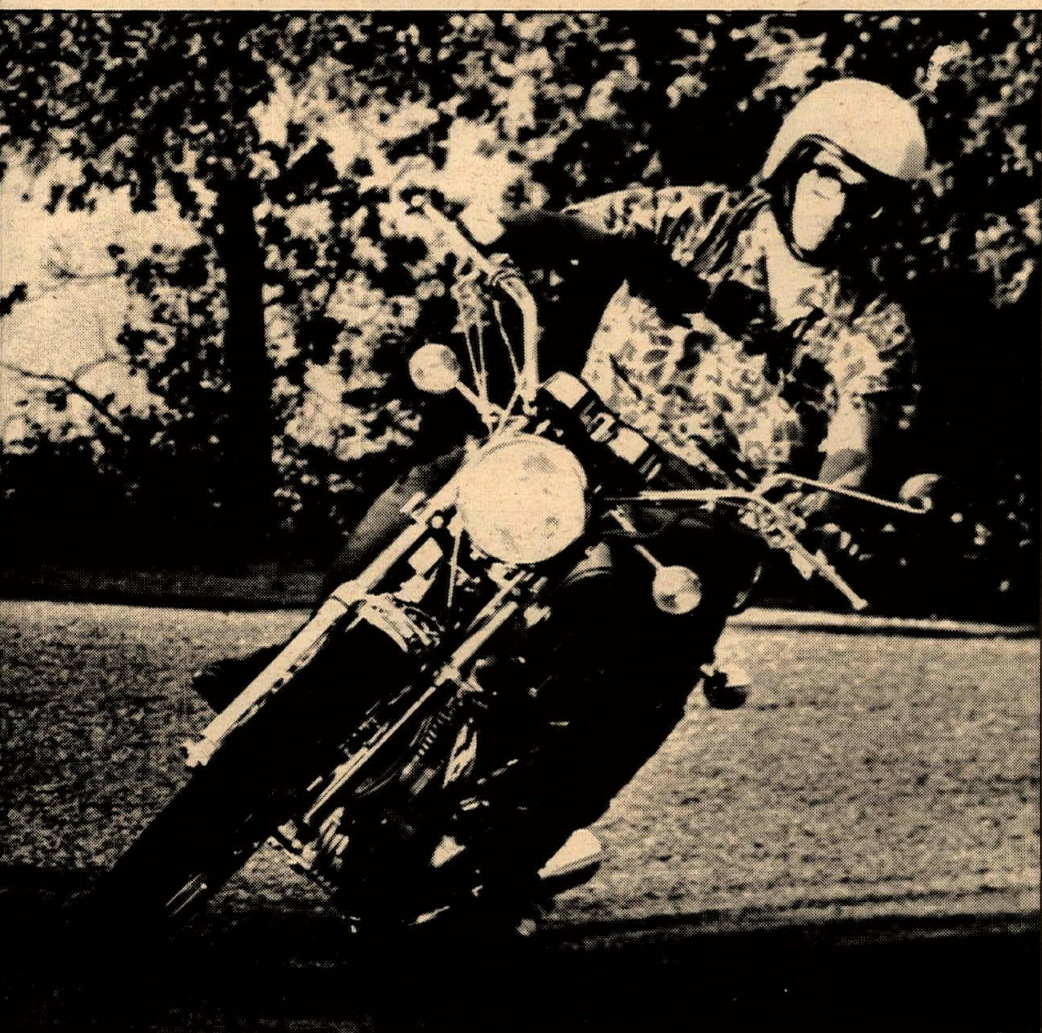
jump the sprocket (and it didn't). Someone at Yamaha suggested that the chain might have picked up a twig or rock and carried it around the sprocket, but this seems far-fetched.

One thing that I do know is that there is very little shock absorption in the drive train. This coupled with very light flywheels puts rather enormous stresses on the drive train. In practical terms, you can feel a sizable jolt when you shift gears, even at low speeds. I recall thinking at the beginning of the test when this jolt occurred shift after shift that the drive train would have to be awfully robust to take that kind of strain. What happens is that with the light flywheels, the engine speed drops so quickly that by the time the shift is completed the engine is running too slow for the bike. When the clutch is engaged, two mechanisms running at different speeds are essentially bolted together and a severe jolt is the result.

How does this affect my evaluation of the bike? It doesn't really. I haven't heard of other Yamaha's having this problem and I don't really know what happened. I suspect it was something freakish in nature and that it took out the "weakest link" — the drive train. The weakest link of most big bikes is the drive train so this is nothing new. It just happened that instead of breaking a primary chain (which the Yamaha doesn't have) it rendered the clutch inoperative.

The Yamaha XS-1 is a good bike and probably a rather dependable bike, though my test does not substantiate this. It's fun to ride and fairly good at everything, though not really spectacular in anything except looks. The guy who rides everywhere will like it.

I am deeply indebted to the people of World Cycle, Yamaha dealers in Hollywood, for much assistance during the course of this test, including the loan of one of their bikes for the photography accompanying this article.



Gary Satterlee, sales manager of World Cycles, Hollywood, shows the limits of lean. Stand grounded at this point.

DIMENSIONS

OVERALL LENGTH	85.4 in.
OVERALL WIDTH	35.6 in.
OVERALL HEIGHT	45.3 in.
WHEELBASE	55.5 in.
MINIMUM GROUND CLEARANCE	5.9 in.
NET WEIGHT (Dry)	406 lbs.

ENGINE

TYPE	4-stroke gasoline, Air-cooled Single Over Head Cam Shaft.
BORE & STROKE	2.953 in. X 2.913 in.
DISPLACEMENT	39.85 cu in.
COMPRESSION RATIO	8.7:1
MAXIMUM HORSEPOWER	53 Bhp/7,000rpm (rated)
OIL CAPACITY (Quarts)	3.2 U.S. qts.

CLUTCH

TYPE	Wet, multiple-disk
PRIMARY DRIVE SYSTEM	Spur gear
PRIMARY DRIVE RATIO	2.666

TRANSMISSION

TYPE	Constant mesh, 5-speed forward
Reduction Ratio 1st	2.214 (31/14)
2nd	1.588 (27/17)
3rd	1.300 (26/20)
4th	1.095 (23/21)
5th	0.956 (22/23)

CHASSIS

FRAME TYPE	Tubular-Double loop
FUEL TANK CAPACITY	3.3 US gal.
GAS MILEAGE	37 mi./gal. (approx.)

Cycle News North

Self, Cranke Sweeps At Cal-Am

By Larry Montgomery

WOODLAND, CALIF., Oct. 25, 1970 — Unexpected good weather and excellent track conditions at Cal-Am Raceway helped to make a success of the first motocross staged by CMC's Northern division since new president Jim Perry took over. For the first time in Northern California, Intermediate classes were run, and the in-betweeners looked good in their combined races

Moto-Xers Greet Rain

By Bob Weigant

PORTLAND, ORE., Oct. 18, 1970 — Of all the states in the U.S., Oregon has the most phenomenal weather. The week before the race, the sun was shining and the temperature was high, everything pointed to a dusty, hot race. But, Oregon is not the state where one plans dust or mud races. One day is perfect, the next a mud bath.

Sunday came. It was pouring, and I mean pouring! The football game on T.V. or the races? Of course, a good Oregonian motocrosser goes no matter what, but this time?

After arriving two hours late, the race was already into the 250cc class. Those guys have got to be really desperate to ride in muck like that. It was too late to chicken out, so out came my Rickman to slide down to the track.

With all the rain and mud, Slow Spocks still had a good turnout with 71 riders and three spectators (who left after the first moto).

Some of the riders had enough guts to ride more than one class. One was Tom Jerly who won the 250cc class and came in second in the open two-stroke class.

In the open class, Larry Baker won the second and third moto, but failed to place high enough in the first moto to take the overall win, lucky for this reporter who did have enough points.

with the Seniors.

Ron Self (Yam) easily swept all three motos of the large 125cc Jr. class, spending only two laps out of first place. Paul Orlando (Sac) and Steve Doll (Bul) split the second position. Sachs riders captured the first three places in the 125cc Intermediate/Sr. race, with Sr. rider Carl Cranke leading all but one lap in sweeping the three motos. Intermediates Billy Grossi and Chuck Goodrich took the next two overall positions and top class honors.

Steve Byers and Howard Hendry each won one moto to capture first and second in Division I of 250cc Jr. on their Ossas. Mike Andrews (Bul) and Eric Nelson (Mai) had a close battle going in the first two motos of Division II, each winning one, but Andrews easily took the third moto and the class when Nelson was involved in a first corner shuffle and dropped to ninth. This put him into a tie for second overall with Rich Bungay (CZ).

Cranke again swept all three motos of the 250cc Inter/Sr. action, this time on a CZ, but only led the last lap of the first moto after an early spill had dropped him to ninth. Intermediates Dave Langnor (AJS) and Lonnie Forman (Hus) topped their class and took the next two overall positions.

Gary Fontaine (Hus) won the Open Jr. class with first, fifth, and fourth place finishes while Bill Schaeffer (CZ) tied Darrel Hall (Hus) for second by winning the last two motos after finishing tenth in the first.

Senior rider Jay Carter (AJS) dumped in each of the first two motos of the Open Inter/Sr. race, but won each and then took a second to place first overall. Intermediate Steve Foster (Bul) finished first in his class and second overall, with Sr. rider Bruce Kelly (Hus) taking second in his class and third overall.

CMC Northern will hold its next event on November 22nd at Champion Speedway. It should be a success, judging from this race.

(Results on page 22)



Carl Cranke was the big winner.

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ROBERT SWEEPS TRANS-AMA

FRANKLIN, GA., Nov. 1, 1970 — Three thousand motocross fans showed up here looking for some good racing. They got more than they bargained for as world champion Joel Robert, seemingly slightly down on power to the factory BSA's put on the finest exhibition of motocross racing ever seen in Dixie, to take the overall win.

This fifth race of the national championship series gave the South its first exposure to the AMA version of International Motocross. The AMA does an efficient job but, at times they were a little too efficient as during the scheduled intermission. While the promoters were giving out door prizes to the spectators the AMA proceeded to start the next race. This led to a little confusion but, the announcer recovered nicely.

The activities got under way with two short qualifying heats for the 250 riders. There were only twelve or fifteen bikes in each heat and although the competition was good, the riders were so strung out that the fans didn't show much interest.

As the first of the two international heats got under way, there was no doubt in anyone's mind that this was going to be the best they had ever seen. Forty-one bikes piled into the first turn and out of the first turn onto the straight, the BSA's of Nicoll, Banks, Smith and Hickman led the way around the course. Robert and Pettersson, getting their Suzukis off to a slow start, worked their way through the traffic and about half way through the heat, Robert was in third and Pettersson had worked up to fifth.

Nicoll was riding like there was no tomorrow, with Banks right behind. There seemed to be no chance of Robert catching the flying beezers but, when the 5 minute sign came out, Robert went around Banks and then passed Nicoll. Nicoll bobbled when he was passed and Banks also went around him. Robert took the checkers about seventy five yards in the lead.

California shone in the Support race which as mentioned earlier got off to a hurried start. Tom Rapp, 18 years old CMC point leader and number 1 plate holder, showed his form to the local spectators. Tom and his Bultaco ran off with the Support final, winning by a country mile. Rapp was turning lap times faster than most of the Open bikes and the other riders in the class really had their work cut out trying to catch him. Positions swapped through out the field all during the race as riders fought their way into higher positions but, no one could catch the flying Bultaco in the lead. Rapp never let up and took a fine victory over Ron Stockman, Russ Powell and John Bettencourt.

The final race was Roberts way of holding motocross school as he took an early lead and proceeded to do his thing. The BSA's of Banks and Nicoll were never out of sight but, there was



Joel Robert took both heats for the overall victory.

never any doubt who was going to win.

Overall winner of the day on the combined points of the two 30 minute motos were Joel Roberts with a perfect score, first on his Suzuki, followed by John Banks BSA, Olle Pettersson Suzuki, Dave Nicoll BSA and Jeff Smith BSA.

Then came the Americans. James Weinert of Middle Town, N.Y. put on a brilliant performance by having both man and machine ready for such a test. Weinert on a CZ finished 6th overall ahead of Hickman, England BSA, Defero N.Y. CZ, Kenney Ohio Husky, Burlason Ohio Husky.

The spectacular AMA star of Half-mile and Road Race fame, Dave

Aldana, finished 11th overall on his team BSA. Aldana is improving rapidly as a motocross rider. But his main problem seems to be using Flat Track style handling and etc. is rapidly changing over to a motocross style, but the team Mexican rider is definitely holding his own.

Brad Lackey, star of previous Trans AMA races finished 14th. He appeared to be going very fast but was trying too hard, actually missing the berm and going out into the tules. Chuck Minert, team BSA rider, finished 16th overall.

The touring motocross professor Gary Bailey made his first appearance at the Trans AMA today. Gary, looking good at the drop of the flag, was running in the top ten until he had an engine seizure which eliminated him from the first moto. Determined to ride he entered his sick Greeves in the second moto and scored enough points to finish 18th overall. Gary's brother Bob, National Number 33 in the AMA, flew into Atlanta minus a bike but managed to pick up a ride on a Maico. In the first moto Bob jammed his ankle in early laps and this apparently hindered him somewhat. Bob just finished out of the overall money by about a point or two.

Texan Mike Johnson managed excellent starts in both motos and was doing very well. In the first moto, young Johnson was leading quite a few big name riders when a throttle cable broke. In the second moto, Mike decided to tuck in behind Joel Robert (while being lapped!) and see how long and how far he could hang on. Robert led the young Montesa rider through a pretty exciting lap until the pace got to Johnson and he went down rather spectacularly. This sort of incident is probably the reason for a lot of falls. Trying to stay with Joel Robert, even a lap behind is a helluva task. Think what is like for those running on the same lap.

Pre race excitement came during practice when Barry Higgins came off on the double jump. He landed on his right shoulder, breaking his collarbone in three places — this was the first time



Herbert Sims shows the way.

Barry has broken his right side — he has just recovered from a left side broken should which he has broken six times. Higgins figures to be out of action for about three weeks.

This surface for the spectacular Georgia event had to be in the best shape of any motocross track as it had rained the entire week prior to race day. The soft surface was ideally moist on race day. The course quickly built up berms in just about every corner. The course was visible from almost everywhere, good PA system, clean rest rooms, no dust, sun coming out for the finals of the day made this a very successful event.

(Results on page 22)



Jeff Smith leads Dave Aldana and Keith Hickman during the early stages of the race.

Power of Silence (Continued from page 3)

on the facing page. In each case the open pipe curve is shown in dotted lines, the device curve, in solid line. The vertical scale indicates horsepower while the horizontal scale denotes the engine speed (r.p.m. times 1000). Again representatives of several of the manufacturers were present, keeping us honest. I've heard it said by people who should know better that you can't measure two-stroke performance on a dyno. This just isn't true. Not only can you measure performance very accurately, but on setups like Axtell's, the tests are repeatable. In any kind of scientific testing repeatability is the key word. If you can not set up the same conditions and get the same results, you can never be sure just what caused a change. Axtell measures and records everything, even room temperature and barometric pressure. The main variables, of course, are the devices that we were hanging onto the ends of the pipes, but there are other things to be taken into consideration as well.

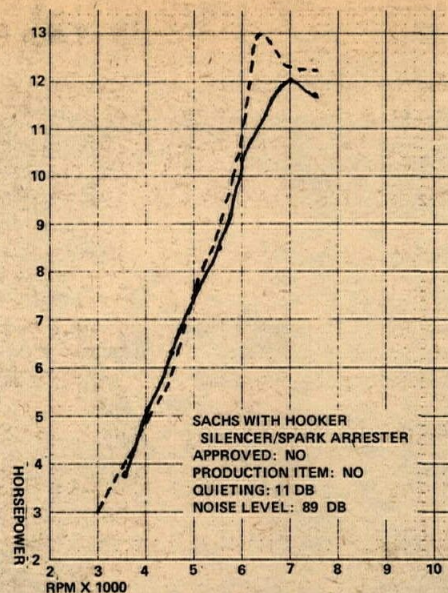
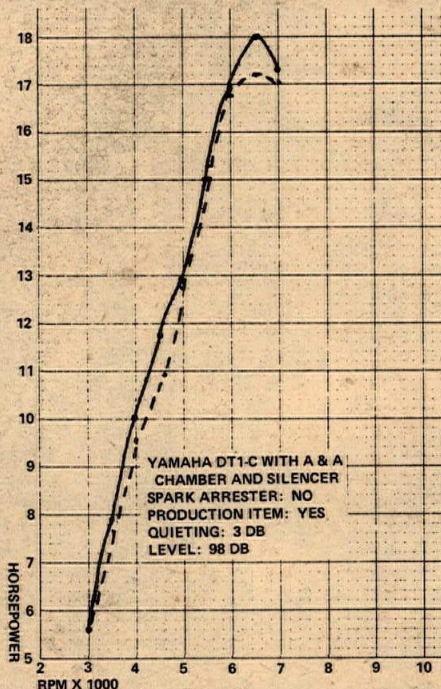
The most important side consideration is the engine condition. If the engine is badly out of tune, the tests will be difficult to repeat. The Sachs is fairly new and was in close to perfect tune. Timing and carburetion were spot-on and it could be started with half a kick at any time during the tests. (For those of you who have read the advertisements claiming 17 or 18 hp, who wonder why only 13hp was measured on the dyno, I offer you Mr. Axtell's surmise: "Maybe they measure horsepower at the wrist pin." Or maybe they lie a little. The Sachs is stock and goes as fast or maybe a little faster than an other stock 125.)

We were not quite so fortunate with the Yamaha. Its timing was a little off and the carburetion had been adjusted to compensate. Although this does hurt test repeatability, there is a side benefit: The Yamaha's tune probably comes closer to the tune of the average dirt bike, so the results for prospective

owners will be similar.

Both bikes were strictly stock with the exception of the exhaust pipes. For the Yamaha we had a Bob Bailey pipe and an A&A pipe. On the Sachs is a pipe which is close to stock but has been built by K & G Engineering so as not to burn my leg. It has a slightly larger than normal stinger which seems to help low end performance quite a bit. Now let's look at the devices individually.

TORQUE ENGINEERING SILENCER/SPARK ARRESTER. This device is still in the prototype stage. The spark arrester has not yet been approved. It is quite compact and provides fairly good silencing. It is a little bit heavy and fell off during the test. The most serious difficulty is that it causes a 3 hp loss at 6500 rpm. The Torque Engineering Silencer is bigger, and does not have the spark arrester feature. It also does not quiet bike any better than the smaller unit! It too



causes significant hp loss at 6500 (2 hp). It is still in development stage.

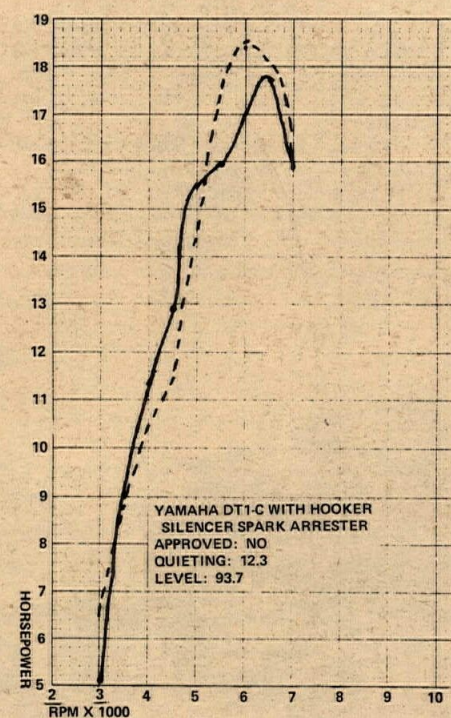
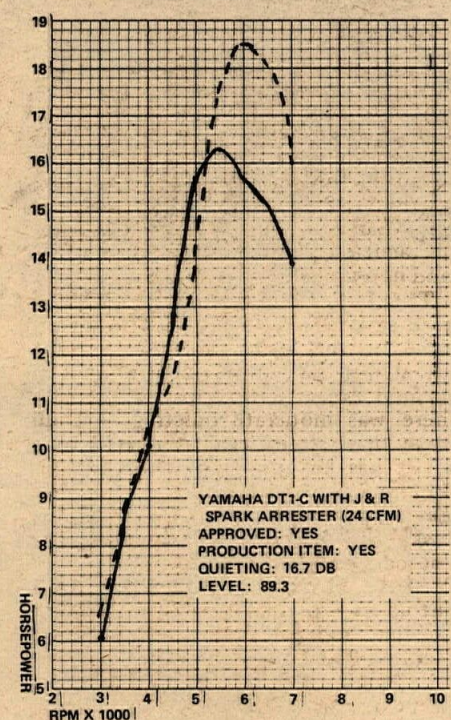
The **BASSANI SILENCERS** for the Sachs has a nice tone but doesn't quiet very much (6.3 db). It loses about 1.25 hp at 6500 rpm, gains a little in the lower-middle range. It seems well constructed and has a replaceable element. The Bassani Silencer (Yamaha). Although essentially the same device, there was a considerable change in the performance, much more quieting (14 db) and a considerable horsepower gain in the mid-range (2.25 hp gain at 4400). There is negligible loss at the high end. The Bassani Silencer (Husky). On the Husky, the silencer did little more than take the edge off (3.7). It was not tested on dyno.

HOOKEE HEADERS SILENCER SPARK ARRESTER. We received two devices of similar construction but different size for the Yamaha and the Sachs. They were the biggest and heaviest units of the bunch, but they are still in development stage. The device did a good job of silencing the Sachs and came closest to making it street legal, but it cost about 1.5 hp at the

high end. On the Yamaha substantial horsepower was gained in the mid-range, but some was lost at the top. It didn't quiet as well. On the Husky, it only produced 3.3 db of quieting. In its present configuration, the device would be difficult to keep on the bike without special mounting arrangements.

J & R PRODUCTS. J&R sent us silencers with two different sized cores, spark arresters in two different sizes and some combination units. Taking the silencers first, they were the lightest units we received. They come in two core sizes. The small core variety was fitted to the Sachs. It caused about 1.5 hp loss at the high end, and did not provide much quieting (7 db). There was a small gain at the low end. Now get this! The same type of unit when fitted to the Yamaha gained almost 1.5 hp through the entire mid range from 3500 to 5500 rpm. It lost less than .5 hp at the top (6000). It provided 15.3 db quieting. The large core silencer worked even better on the Yamaha, gaining a full 2 hp over much of the range and losing an almost immeasurable amount on top. Cost in quieting was only 1 db

On each of the graphs, the dotted line represents the power of the bike with an open expansion chamber. The solid line represents the power with the same pipe fitted with the test device.



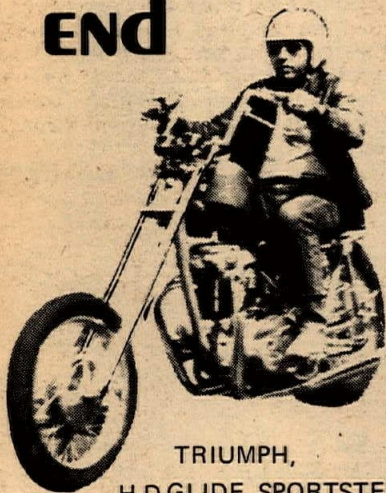
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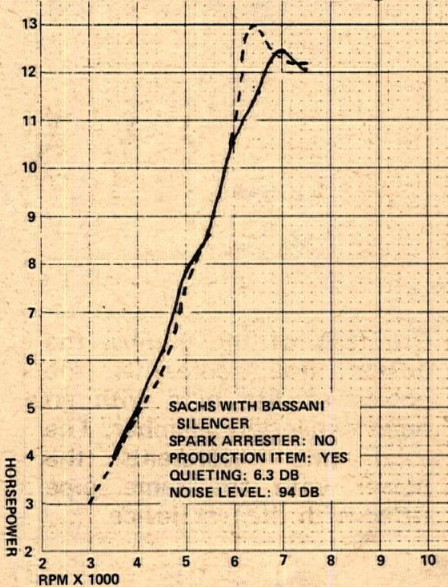
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over the small core unit. On a horsepower-per-dollar basis this unit has to be the best hop-up value going for Yamahas with Bailey Pipes.

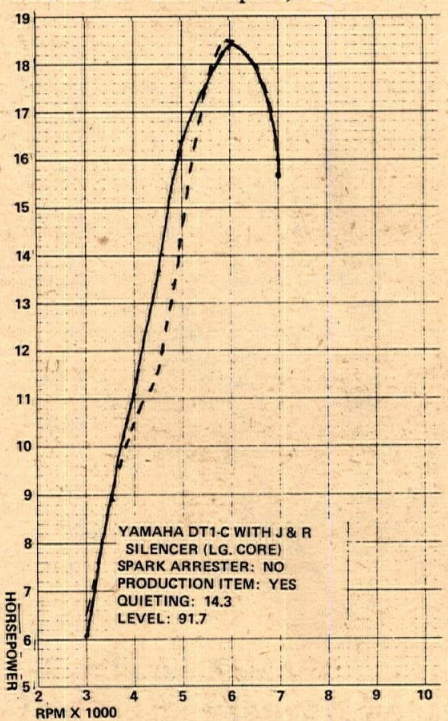
The J&R Spark arresters are actually Horstman-Krizman spark arresters which J&R modifies to fit various machines. They come in two internal sizes, 24 cfm and 60 cfm (cubic feet per minute air flow). We tested only the smaller device on the Sachs. It was a flat disaster: it cost a full 4 hp at 6500 rpm. It did quiet the bike down to street legal requirements, but it had a flat, ugly tone to it. The same device when fitted to the Yamaha was not nearly so bad. It still lost considerable hp at the high end



(2.5 hp) but it gained a bit in the mid range (1 hp) and it was not nearly as nasty sounding. It brought the Yamaha close to street legal requirements. With the 60 cfm spark arrester, the Yamaha gained all the way from 3500 to 5500 rpm up to 2.5 hp. Loss at the top was less than .5 hp. Good but not spectacular quieting. This is another good hop-up value.

The J&R Combination silencer and spark arrester was by far the best unit tested on the Sachs. The power curve was almost unchanged: a little gain in the mid range, a tiny loss at the top. There was moderate quieting — 1 db worse than street legal — a good tone and it has an approved spark arrester (60 cfm Krizman design). It is also quite light. This unit was also tested on the Husky and provided 6 db quieting, the best managed on the Husky.

A&A MANUFACTURING. A&A sent us an expansion chamber to fit the Yamaha and a silencer to fit the chamber. They also sent a silencer to fit the Sachs. Neither unit was very spectacular as a silencer (3 db quieting on the Sachs, 3.7 on the Yamaha, both a long ways from CHP requirements). The A&A unit on the Yamaha was unusual in one respect, however: it

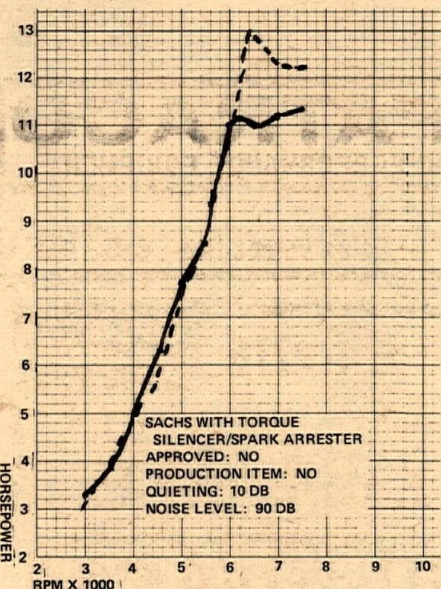


showed a horsepower gain over the open pipe over the entire range, even at the high end. This result however is subject to some skepticism. The open A&A pipe shows quite a bit less horsepower over the range than the Bob Bailey pipe used for the other tests. When the silencer is attached the Bailey pipe and the A&A pipe are quite similar in performance, so it looks like the silencer is just one element of the pipe without which, the pipe doesn't work.

AJS SILENCER. In England all motocross riders are required to silence

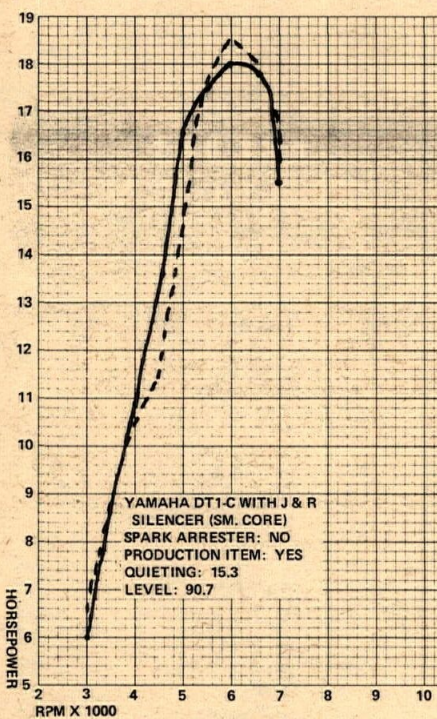
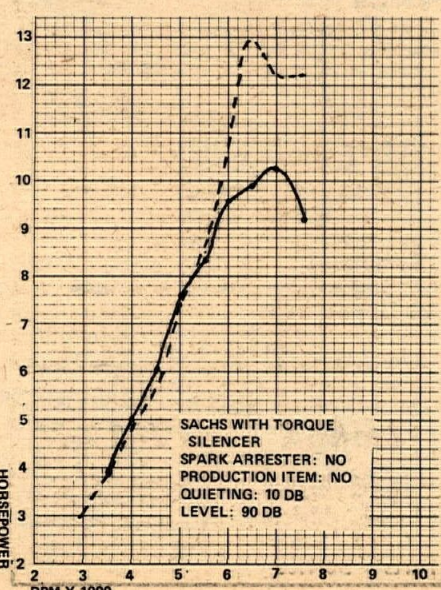
TABLE II

Motorcycle	Pipe	Device	Noise Level	Quieting
Sachs	K&G Eng.	none	100 dbA	none
Sachs	K&G Eng.	J&R silencer (small Core)	92 dbA	8 dbA
Sachs	K&G Eng.	J&R Horstman/Krizman Spark Arrester	87.3	12.7
Sachs	K&G Eng.	J&R Combination H/K Spark Arrester and silencer	90 dbA	10 db
Sachs	K&G Eng.	Torque Engineering Silencer	90 dbA	10 DB
Sachs	K&G Eng.	Torque Engineering Spark Arrester/silencer	90 dbA	10 db
Sachs	K&G Eng.	Bassani Engineering Silencer	93.7 dbA	6.3 db
Sachs	K&G Eng.	Hooker Headers Spark arrester/silencer	89 dbA	11 db
Sachs	K&G Eng.	A&A Products Silencer	95.7 dbA	4.3 db
Yamaha	Bob Bailey	None	106 dbA	None
Yamaha	Bob Bailey	J&R Silencer (Small Core)	90.7 dbA	15.3 db
Yamaha	Bob Bailey	J&R Silencer (Large Core)	91.7 dbA	14.3 db
Yamaha	Bob Bailey	J&R Horstman/Krizman Spark Arrester (24)	89.3 dbA	16.7 db
Yamaha	Bob Bailey	J&R Horstman/Krizman spark arrester (60)	91 dbA	15 db
Yamaha	Bob Bailey	Hooker Headers spark arrester/silencer	93.7 dbA	12.3 db
Yamaha	Bob Bailey	Bassani Engineering silencer	92 dbA	14 db
Yamaha	A & A	A&A silencer	98 dbA	3 db
Husqvarna	Stock	None	99 dbA	
Husqvarna	Stock	J&R Silencer	94.7 dbA	4.3 db
Husqvarna	Stock	J&R Silencer spark arrester	93.1 dbA	5.9 db
Husqvarna	Stock	Hooker Headers Spark arrester/silencer	95.7 dbA	3.3 db
Husqvarna	Stock	Bassani silencer	95.3 dbA	3.7 db
AJS	Stock	None	100.7 dbA	
AJS	Stock	AJS Silencer	97 dbA	3.7 db

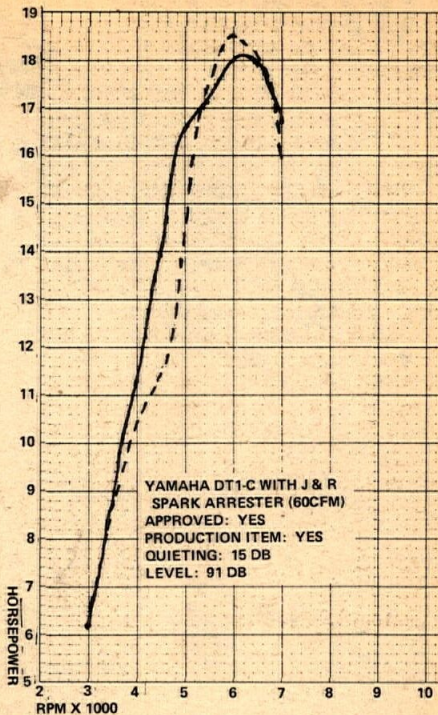
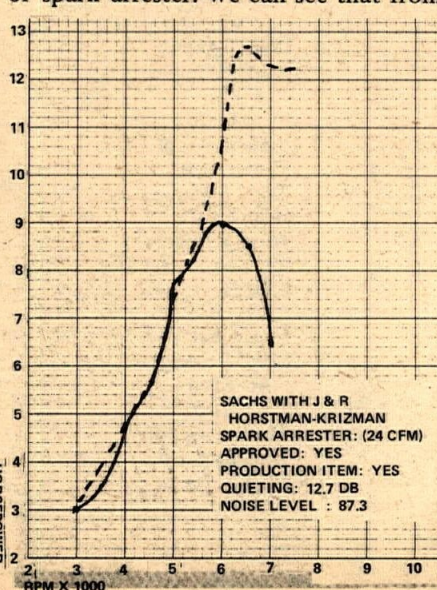


their machines, so AJS makes a silencer for their motocross bikes. It is a thoroughly professional job with an exterior clamp that goes on the frame. It only cuts the noise by 3.7 db which is not much but it definitely takes the bite out and makes the AJS pleasant to listen to. We did not have the machine available for the dyno, but Mike Jackson says it has been tested in England and there is little power loss.

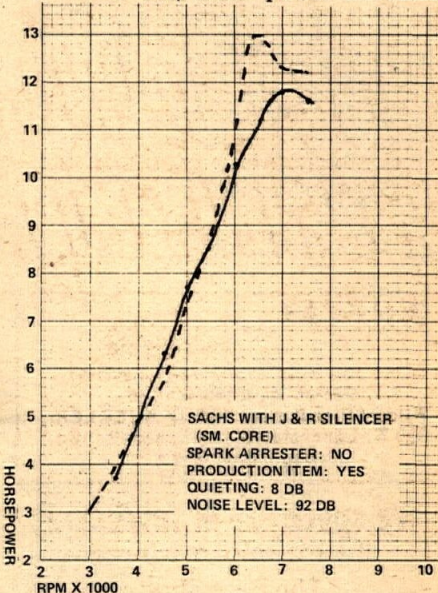
What have we learned? Well, it's not only possible to silence your bike, it's possible to gain horsepower at the same time, the problem is that you don't know which device will work for you and which won't. Now is the time for



some enterprising manufacturer to rent some dyno time and test his products with a lot of different bikes. Then when you buy a silencer you can get a curve with it that will tell you just about what to expect. There is one not-so-obvious conclusion that we can draw: The closer your bike approaches the limits of its potential and the better the expansion chamber, the less improvement you are going to be able to make with a silencer or spark arrester. We can see that from



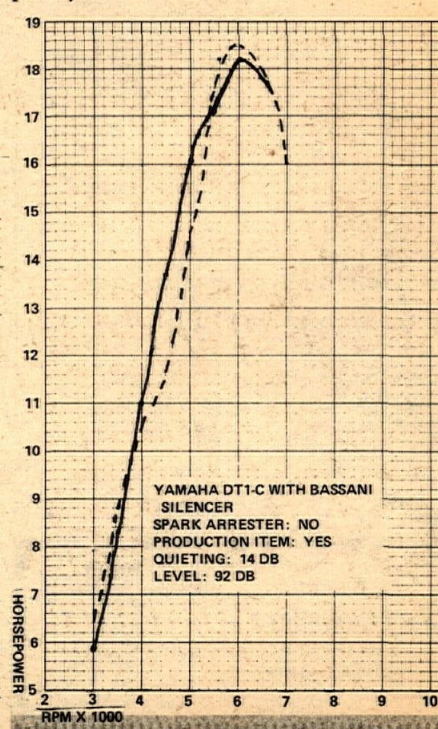
our test bikes. In terms of quieting, the Husky was the hardest to quiet, the Sachs was next, and the Yamaha was easy. With respect to power, the situation is reversed. It's hard to conceive of adding anything to the expansion chamber of a Husky and increasing the power. With the Sachs, the K & G Expansion Chamber is very efficient so only small power increases



are experienced. With the Yamaha, if you're lucky, putting on a silencer could be more effective than a \$50.00 porting job. It seems to depend on how the bike starts out and how close to optimum the pipe is without anything on it.

With two exceptions, all the accessory devices were held on with radiator hose clamps. The exceptions were the A&A unit which is held on with small springs and the AJS. Without exception, the manufacturers claim the devices will stay on. As an experienced enduro rider, I don't believe it. If I were required to have one on my bike when I finished an enduro, I would provide another clamp to the frame or stick an 8-32 screw through both the device and the stinger. This doesn't apply to the AJS unit. It should stay on through several crashes.

Hope this helps you to go faster — quietly.



results



HARE SCRAMBLES

Ocotillo Wells, Ca.
Oct. 25, 1970
By Bob Grant

OPEN EXPERT
Bob Rodine Hus
Ken Renick Hus
H.L. Gunn Hus
250 EXPERT
Randy Hodges Hus
Jeff Willis Mon
125 EXPERT
Roccy Tuggle Yam
250 AMATEUR
Gordon Jaspar Hus
125 AMATEUR
Charles Bennett Sac
OPEN NOVICE
Bob Grant Hus
Steve Derrick Hus
Noble Butler Hus
Bob Hartley Hus
250 NOVICE
Don Cerveney Yam
Paul Donohue Hus
Jerry Baker Hus
Jerry Rose Hus
Richard Reed Oss
125 NOVICE
Randy Collins Yam
James Jaspar Sac
John McDonald Pen
Bob Petta Sac
175 NOVICE
Mike Reynolds Yam
100 NOVICE
Steve Brundige H-D
Rod Hoover Hod
POWDER PUFF
Dyan Ecker Yam

TT & FLAT TRACK
South Bay Speedway
San Diego, Calif.
Oct. 25, 1970
By Rod Eschenburg

FLAT-TRACK OPEN DASH

MAIN
Gary Scott Bsa
Gary Scott Bsa
Earl Barker Tri
Jim Harmon Nor
Ray Vanderpool Bsa
Ward Ring Tri
Wayne Hosaka Bsa
250cc DASH MAIN
Gary Scott Bul
Sal Peluso Yam
Ray Vanderpool Yam
Jack Sweeney Bul
Wayne Hosaka Bul
Jim Chitwood Yam
John Apple Yam
125cc DASH MAIN
Jim Chitwood Yam
Gary Scott Kaw
Jim Brockman Kaw
Rick Foster Yam
Earl Roloff Yam
Ron Byrd Yam
OPEN TT MAIN
Al Finan Nor
Earl Barker Tri
Ray Vanderpool Bsa
Jim Harmon Nor
Wayne Hosaka Bsa
Dick Ribley Nor
250cc MAIN
Ray Vanderpool Yam
Gary Scott Bul
John Apple Yam
Sal Peluso Yam
Wayne Hosaka Bul
John Payne Bul
125cc MAIN
Gary Scott Kaw
Jim Chitwood Yam
Jim Brockman Kaw
Earl Roloff Yam
Rodger Brass Yam
Ron Byrd Yam

MOTOCROSS

Deadman's Point
Apple Valley, Calif.
Nov. 1, 1970

100 JUNIOR DIV. I
J. Powers Bul
L. Petersen Kaw
J. Burr Hon
E. Irsik Hon
S. Coseboom Hon
100 JUNIOR DIR. II
J. Gronek Hod
T. Pineeri Hod
S. Pinneri Hod
S. Saagson Hod
B. Stabile Bul
125 JUNIOR DIV. I
E. Grattan Yam
W. Shurte Yam
J. Sandoba Yam
125 JUNIOR DIV. II
J. Rathbun Pen
T. Harne Yam
B. Abbott Yam
125 JUNIOR DIV. III
B. Peterson Sac
M. Bryan Sac
L. Bomar Yam
100 SENIOR
C. Lee Van
125 SENIOR
J. Hoover Sac
250 JUNIOR DIV. I
S. Allen Bul
D. Bonds Oss
G. Harris Bul
E. Raits Oss
250 JUNIOR DIV. II
D. Dickens Cz
C. Wagner Hus
C. Bybee Mai
S. Johnson Hus
C. Smith Oss
250 JUNIOR DIV. III
J. DeWinnott Oss
K. Desall Yam
D. Bakkedahl Cz
F. Tidwell Oss
500 JUNIOR
S. Schmit Hus
J. Rathbun Cz
L. Fraser Cz
250 SENIOR
R. Staten Oss
500 SENIOR
P. Buck Hus

SPEEDWAY

Bakersfield, Calif.
Oct. 29, 1970
By Dennis Greene

SCRATCH CON.
Dave Gifford
Bill Williams
D. Gildehaus
Jim Nicholson
SCRATCH MAIN
Jim Airey
Mick Bast
Steve Bast
Sonny Nutter
HANDICAP CON.
Jim Gresham
Rick Woods
Jim Nicholson
Dave Gifford
HANDICAP MAIN
Sonny Nutter
Roy Williams
Mick Bast
Jim Airey
Don Cullum
Kent Well
SECOND DIV. MAIN
Ed Williams
Mike Keen
E. Schweitzer
F. Roseberry
Tom Church
Bill Williams

TT SCRAMBLES

Elsinore, Calif.
Oct. 24, 1970
By Lorri Lee

POWDER PUFF
I. Byrnes Yam
V. Conley Bul
B. Jarman Bul
MINI
S. Egli Haw
Z. Barrett Bon
D. Becker McC
J. Ward —
100 NOV. NOV.
P. Campbell Suz
R. Sherrard Suz
R. Hunt Kaw
S. Miller Yam
T. Allen Kaw
125 NOV. NOV
K. McHugh —
M. Gower Yam
C. Nichols Yam
M. King Yam
100 NOVICE
R. Raderick Yam
D. Young Kaw
A. Pettit Yam
R. Douglas Kaw
125 NOVICE
R. Sexton Yam
G. Campbell Yam
L. Robinette Yam
W. McIntyre Yam
200 NOVICE
R. Kambested Hon
L.M. Yam
C. Nichols Yam
R. Cochran Kaw
250 NOVICE
S. Glende Oss
G. Brugh —
D. Rees Kaw
T. Abshler Bul
350-500
D. Rich Mai
100 EXPERT
R. Maahs Kaw
S. Willoughby Kaw
C. Fruchey Kaw
125 EXPERT
B. Nowak Yam
G. Nord Yam
D. Dobbins Yam
250 EXPERT
T. Berry Bul
V. Hannon Kaw
500 OPEN EXPERT
V. Hannon Kaw
J. Issacs Yam
R. MacEwen Yam
SPEC.
J. Issacs Yam
V. Hannon Kaw
T. Berry Bul
SWEEPS
V. Hannon Kaw

SLOW SPOKES M/C

POINT STANDINGS
Oct. 18, 1970
By B. Weigant

Stan Gaunt	43
Ron Wagner	31
Norm Moore	28
Tom Jetty	22
Bob Weigant	19
John Roberts	16
Roland Sorweide	15
Ken Hart	13
Larry Baker	12
Don Holt	10
Mike Ensinger	9
Don Finn	7
Bill Dorman	6
Marv Johnson	6
Jim Shepard	5
Don Stevens	5
Steve Hart	4
Ron Wise	4
Dave Carter	4
Lee Haverstick	2

CMC MOTOCROSS

Saddleback Park, Calif.
Nov. 1, 1970
By Ron Szilagyi

100 JR.
M. Paulsell Hod
J. Croft Hod
B. Porter Hod
M. Hutchins Sac
K. Naide Hod
125 JR. DIV. I
G. Messick Yam
J. MacDonald Yam
D. Mull Pen
G. Blazek Yam
W. Gifford Kaw
125 JR. DIV. 2
T. Hugueley Bul
T. Lamar Yam
L. Rivas Sac
J. Dyer Bul
R. Boozell Sac
125 JR. DIV. 3
L. Mellgren Sac
J. Egizi Yam
R. Tophan Sac
J. Jackson Yam
G. Swedberg Yam
125 EX. & INT.
M. Rick Bul
J. Garcia Bul
D. Davis Bul
L. Greene Sac
R. Seymour Yam
250 JR. DIV. I
S. Schutte CZ
T. Hoke CZ
L. Kuljis CZ
C. Williams Hus
R. DiDonato Mon
250 JR. DIV. 2
S. Oliver CZ
J. Derhammer —
R. Rossi CZ
D. Curtis Mai
M. Vaughan Mai
R. McConnell Oss
250 JR. DIV. 3
S. Hendrickson Bul
L. Mellgren CZ
T. Slagle CZ
R. Gayewsky Hus
R. Okazaki Oss
250 EX. & INT.
J. Rubcic Mai
B. Booth Mai
V. Byrnes CZ
M. Richmond AJS
T. Gamriola Hus
500 EXT. & INT.
M. Cram Mai
E. Abbott CZ
B. Haag CZ
J. Barclay Hus
D. Benson CZ
500 JR.
E. Neff Gre
B. Fickling CZ
F. Sykes Mai
B. Kauppi Mai
D. Sutherland Mai

HARE SCRAMBLES

Lions Motorcycle Club
Ocotillo Wells, Ca.
Oct. 18, 1970
By Bob Grant

Gene Fetty	Hus
Scot King	Mon
Louis Baker	Hus
Fred Reva	Bul
Randy Hodges	Hus
Kim Gifford	Hus
H.L. Gunn	Hus
Ron Stacy	Cz
Bob Niles	Yam
W. Norris	Hus
Wayne Craw	Hus
Lonny Betts	Yam
Arman Caprio	Mon
G. Braudaway	Hus
Bob Grouleff	Hus
G. Johnson	Ajs
Jim Wolf	Hus
Bob Grant	Hus
J. Stansbury	Hus
D. Cerveney	Yam

SPORTSMAN TT SCRAMBLES

Ben Springer Benefit
Vallejo Speedway, Calif.
Oct. 25, 1970
By James Brammer

100cc NOVICE FINAL
Russ Barrett Kaw
No. 113U Hod
Billy Wilson Kaw
125cc NOVICE FINAL
Duane Yarrow Sac
Ken Eggers Bul
George Combs Yam
175cc NOVICE FINAL
Dana Perri Yam
Rich Topolewski Oss
Jerry Davis Bul
200cc NOVICE FINAL
Larry Alexander Bul
Robert Vaughan Bul
Pat Walker Bul
250cc NOVICE FINAL
Toby Moya Bul
Skip Doolittle —
Gary Leopold —
350cc NOVICE FINAL
Tom Hutzler Kaw
Kirk King Hon
Greig Fambrini Hon
500cc NOVICE FINAL
Keith Van Delinder Bul
Gary D. Estes Mai
Timothy Burke Tri
650cc NOVICE FINAL
Lee Gillaspay BSA
Roger Robinson Tri
Pete Feickert —
175cc AM. FINAL
Pat Hennen Hon
Jim Perry Oss
Marcin Augustine Oss
200cc AM. FINAL
Jerry Bohon Bul
Marty Webster Bul
Rick Lewis Bul
250cc AM. FINAL
Rodney Clark Bul
Roger Brunel Bul
Steve Deckard Suz
350cc AM. FINAL
Max Hall H-D
Eric Bengtsson H-D
500cc AM. FINAL
Richard Anderson BSA
Alex Fieraos Tri
650cc AM. FINAL
Ron Taldot —
Dave Frediani Tri
250cc EXPERT FINAL
Harry Dring Bul
John Gennai Bul
Bill Trumbull Yam
Bill Budde Bul
500-650cc EX. FINAL
Ken Helling Tri
Jim Saitone Bul
Bill Trumbull Yam
Dan Hughes Tri

TT SCRAMBLES

Perris, Calif.
Oct. 31, 1970
By Elaine Jones

100cc NOVICE DIV. I
Mike Laney Hod
Steve Robb Hon
Dennis Turner Kaw
100cc NOVICE DIV. II
M. Byars Hod
D. Horton Kaw
E. Hanson Hon
100cc NOVICE DIV. III
Vic Hensley Yam
Mike DuBont Kaw
J. McCormick Kaw
125cc NOVICE
L. Schwimmer Yam
Mark Reichert Yam
Roy Addington Bul
100-125cc A/E
W. Whisenant Kaw
Doug Mason Yam
Paul Lambert Yam
175-250cc NOVICE
J. McKay Kaw
M. Horton Gre
E. Harvey Bul
250cc A/E
T. Standord Bul
Paul Lambert Yam
Skip Gallagher Mon
350cc NOVICE
Bruce Prior H-d
Ken Miller H-d
Sid Whitson H-d
NOVICE MOTO
Mark Bailey Hon
S. Gallagher Mon
Jim Hayes Tri
A/E MOTO
G. Gillespie Yam
Bill Goff H-d
L. Stapleton Tri

TT SCRAMBLES

Bakersfield, Calif.
Oct. 25, 1970
By Jack Light

POWDER PUFF
Elaine Smith Yam
Carol Randall Yam
Nancy O'Hara Yam
50cc
Kim Shropshire Kaw
Brian Hurst Suz
100 NOVICE
Greg Hensen Kaw
Bill Johnson Kaw
Anthony Alberti Hod
Frank Martin Suz
Rod Lessley Hod
100 AM/EX.
Don Andretta Hod
Curt Lange Kaw
125 NOVICE
Hal Johnson Bul
Paul Anderson Yam
Mark Willis Bul
125 AM/EX.
Ron Tobey Yam
No. 13 —
Homer Taylor Yam
200 NOV/AM.
Gary Taylor Bul
Larry Fairbanks Yam
Carrigan Brown —
250 NOVICE
Fred Wells Oss
Wayne Garrett AJS
Howard Anderson Oss
Randy Griffith —
Shawn Leopold Suz
250 AMATEUR
Rick Reed Bul
Tom Church Oss
Tom Francisco Oss
250 EXPERT
Tim Tomlinson Mon
Jim Maxwell Bul
Rick Elissaras BSA
350 NOVICE
Mike Taylor Hon
Roger Davies Hon

500 NOVICE

Mike Burchett Yam
Ron Bass Hus
Larry Cunningham —
500 AM/EX.
Ron Keener Yam
John Bass BSA
Bob Young Mon
OPEN NOVICE
Bill Skinner Nor
OPEN AMATEUR
Alan Hayden BSA
Budd Wall Tri
OPEN EXPERT
Carroll Jackson Tri
Don McKay Tri
Rick Newby Tri
John Scantlan H-D

ACA MOTOCROSS

Saddleback
Oct. 25, 1970

100cc JUNIOR
Ken Zahrt Bul
M. Oaulsell Hod
Mark Hutchins Sac
M. Stevenson Suz
Lonnie Brimer Hod
Brian Boberick Hon
125cc JUNIOR
Mark Rick Bul
Ross Maeda Bul
G. Thatcher Bul
Scott Hoffee Bul
G. Anderson Sac
John Egizi Yam
125cc SENIOR
Mark Cook Bul
D. Frampton Bul
250cc Junior
F. Rowe Oss
S. Schutte Cz
Bob Merrick Cz
Greg Wickam Bul
R. Brown Oss
John Maroney Cz
G. Merett Oss
250cc SENIOR
John Maroney, Jr Cz
Bob Bailey Mai
Mike Powers Mon
Mike Plunkett Ajs
D. McCormick Oss
Chuck Lunde Hus
500cc JUNIOR
Mike Borwn Cz
Ed Abbott Cz
Rocky White Cz
Bill Jones Ame
Ken Katzloff Mon
500cc SENIOR
Carl Cotton Cz
Randy Burok Gre
Ronald Fry Hus

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JAWAs too

Mid-Valley

7550 Balboa Blvd.
Van Nuys, Cal. 91406
213 - 785-5336

TT & FLAT TRACK

Trojan Speedway
Southgate, Calif.
Oct. 30, 1970
By Eddie Smith

100 TT MAIN

Tom Horton	Kaw
Bob Sanders	Kaw
Mark Revels	Kaw
Wally Jones	Suz
Ron Williams	Hod
Joe Ambrose	Suz

125 TT MAIN

Tom Horton	Kaw
B. Nordstorm	Yam
Wally Jones	Suz
Chris Davidson	Yam
Tony Seruto	Kaw
Glenn Bievenue	Yam

250 TT MAIN

M. Arrambide	Oss
Chris Smith	Mon
Dan Corbett	Bul
Tom Horton	Kaw
John Sperry	Oss
J. Heensberger	Kaw

100 FLAT TRACK MAIN

Mark Revels	Kaw
tom Horton	Kaw
Ron Williams	Hod
Robert Parr	Bri
Bob Sanders	Kaw
Wally Jones	Suz

125 FT MAIN

B. Nordstrom	Yam
S. Okupa	Yam
Mark Revels	Kaw
Ray Wunno	Bul
Dan Hopkins	Yam
Chris Davidson	Yam

250 FT MAIN

Chris Smith	Mon
John Sperry	Oss
Bob Sanders	Bul
Bob Bivens	Oss
Jim Miller	Oss
B. Hedge	Mon

TROPHY DASHES

100 TT	
Bob Sanders	Kaw
125 TT	
B. Nordstrom	Yam
250 TT	
Bob Byers	Yam
250 FT	
Dan Corbett	Bul

MOTOCROSS

Tijuana M.C.
Tijuana, Baja Cal., Mex.
Oct. 25, 1970
By Daniel Mata

125cc

Rob Hudson	Sac
Rudy Del Pardo	Hod
Steve Kolseth	Sac
John Jones	Hon

250cc

Mike Stephenson	CZ
Robert Henry	CZ
Dick Bourno	Oss
Ben W. Amos	Oss

OPEN CLASS

Mike Stephenson	CZ
Robert Henry	CZ
Dick Bourno	Oss
Rob Hudson	Sac

CONSOLATION

Oscar Gomez	Bul
Jorge Tallach	Hon
Ben W. Amos	Oss
Rick De Ford	Yam
John Jones	Hon

CMC MOTOCROSS

Ascot Park
Gardena, Calif.
Oct. 23, 1970

100 JR.

C. Webb	Hon
J. Erson	Hon
M. Wellens	Yam

125 JR.

B. Brown	Yam
R. Steffler	Sac
F. McDonald	Sac

250 JR.

G. Merritt	Oss
R. Wike	Mon
W. Hosford	Bul

500 JR.

J. Heath	CZ
R. White	CZ
M. Brown	CZ

125 EXPERT/INTER.

J. Wright	Met
J. Garcia	Bul
D. Emler	Met

250 EX/INTER.

B. Messer	Mai
D. Hockie	Oss
G. Lund	CZ

500 EX/INTER.

M. Cram	Mai
R. Thorwaldson	Ric
M. Blackwell	Hus

INTER-AM MOTOCROSS

Ascot Park
Gardena, Calif.
Oct. 30, 1970

250cc JR.

Dave Rodgers	Bul
Glen Lunde	CZ
Jim O'Neal	CZ

500cc JR.

Doug Grant	AJS
Steve Hammer	AJS
Bob Hosford	Yam
Jim Henry	Mai
Mike Chamberlain	Mai
Mike Haus	AJS
Ron Foreman	AJS
Larry Bristoni	CZ
74	—

Bill Grossi	Sac
Bob Malley	CZ
Larry McCarty	Bul
Bob Brown	Yam
Ed Musilli	Oss

500cc JR.

Ron Bunn	CZ
145	—
Jim Heath	CZ
Andy Luitjens	Mai
John Dieu	Hus
292	—

Rocky White	CZ
Mike Cram	Mai
Terry Bilton	Mai
Ron Frescura	CZ
Morris Malone	AJS
Roger Spahr	Mai
Bill Kelley	Hus
Dave Vick	Hus
Jim Bunn	CZ
Ken Markling	Hus
John Reinert	—

500cc INTERNATIONAL

Willie Bauer	Mai
Ake Jonsson	Mai
Rick Thorwaldson	Ric
Jim West	AJS
Andy Robertson	AJS
Roger DeCoster	CZ
Miroslav Halm	CZ
Torsten Hallman	Hus
Mark Blackwell	Hus
Tim Hart	Mon
Bob Grossi	Hus
Bob Hershey	CZ
John DeSoto	CZ
Gary Jones	Yam
Dave Bickers	CZ
Ottakar Toman	CZ
Eddie Mulder	Mon
Bob Messert	Mai
Mike Runyard	A-E
Carl Cotten	CZ

PROFESSIONAL 1/2 MILE

Lubbock Downs
Lubbock, Texas
Sept. 20, 1970
By Joe Compton

NOVICE TROPHY DASH

Gary Bailey	Bul
A/E TROPHY DASH	
W. T. Rufner	Tri

NOVICE FIRST HEAT

Don Beer	Yam
B. Potteroff	Bul
R. Hutchins	Bul

NOVICE SECOND HEAT

Mike Kidd	Bul
D. Palmgren	Yam
Gary Bailey	Bul

NOVICE FINAL

Mike Kidd	Bul
B. Potteroff	Bul
Gary Bailey	Bul

AMATEUR FIRST HEAT

D. Hurst	Tri
J. Farguharson	Tri
B. Stafford	Tri

AMATEUR SECOND HEAT

David Isley	Bsa
R. E. Lee	Yam
Mike Cone	Bsa

AMATEUR FINAL

David Isley	Bsa
D. Hurst	Tri
B. Stafford	Tri

EXPERT FIRST HEAT

W. T. Rufner	Tri
M. Van Bibber	Bsa
John Klaus	Bsa

EXPERT FINAL

W. T. Furner	Tri
Mike Van Bibber	Bsa
Dick Fross	Bsa

L.A. GRAND PRIX

MOTOCROSS
Moorpark, Calif.
Nov. 1, 1970

125cc SENIOR

Dave Rodgers	Bul
Jon Miller	Bul
Mike David	Pen
Jeff Penton	Pen
Jeff Wecker	Ric
Danny Wade	Sac
S. Armstrong	Yam
Paul Carden	Yam
C. Goodrich	Sac
Walt Bird	Yam
Bob Hosford	Yam
Ed Cole	Ric
Kevin Dwyer	Yam
Jesse Slaton	Bul
Dan Armstrong	Yam
Bill Grossi	Sac
Jon Hagar	Bul
M. Pennington	Sac
David Barger	Cz
Geo. Anderson	Sac

250cc JUNIOR

Doug Grant	Ajs
R. Roche	Bul
Jim Henry	Mai
Ron Foreman	Ajs
Rod Cowell	Oss
Jeff Harriott	Cz
Jerry Howard	Cz
Joe Scanber	Hus
Mike Plunkett	Ajs
D. Boydston	Mai
Bob Malley	Cz
Tim Uschyk	Hus
M. Cavoletto	Bul
Mark Gardner	Ajs
Rick Varvel	Oss
Ted Schafer	Cz
Robt Colson	Oss
Jim Hall	Cz
Bob Hosford	Bul
Jim Dahl	Hus
Art Cox	Hus

250cc SENIOR

Bob Messer	Mai
M. Chamberlain	Mai
Phil Jacobson	Cz
Jim O'Neal	Cz
Jerry Johnson	Hus
Walt Achelm	Oss
Bob Fisk	Cz
B. Holcomb	Gre
Joe Bonnello	Bul
Bob Vacca	Bul
L. Batistioni	Cz
C. Hecker	Mai
Steve Marsh	Cz

500cc INTERNATIONAL

Ake Jonsson	Mai
Arne Kring	Hus
S. Geboers	Suz
M. Halm	Cz
Willie Bauer	Mai
T. Hallman	Hus
R. Decoster	Cz
B. Aberg	Hus
Jim West	Ajs
A. Robertson	Ajs
M. Blackwell	Hus
M. Runyard	Mon
Bill Clements	Hus
Dave Smead	Hus
Gary Jones	Yam
Gary Harris	Hus
Bob Hershey	Cz

500cc JUNIOR

Bob Messer	Mai
Bill Payne	Mai
T. Bilton	Mai
John Rice	Mai
Mike Renno	Hus
Joe Kyne	Mai
Mike Brown	Cz
Ron Bunn	Cz
Dave Baker	Cz
Don Kadlec	Ajs
Ken Markling	Hus
Rick Long	Cz
Jim Heath	Cz
Roger Spahr	Mai
Bill Kelly	Hus
S. Warren	Cz
Skip Taylor	Cz
D. McDonald	Hus
J. Vandellin	Hus
Fred Gualda	Hus
Jack Blackwell	Hus
D. Lopez	Bul

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Jack Blackwell	Hus
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Ron Bunn	Cz
Dave Baker	Cz
Don Kadlec	Ajs
Ken Markling	Hus
Rick Long	Cz
Jim Heath	Cz
Roger Spahr	Mai
Bill Kelly	Hus
S. Warren	Cz
Skip Taylor	Cz
D. McDonald	Hus
J. Vandellin	Hus
Fred Gualda	Hus
Jack Blackwell	Hus

CRAM CLAIMS COVETED CROWN

By Ron Szilagyi

IRVINE, CALIF., Nov. 1, 1970 — Mike Cram (Mai) now without a doubt has enough points for the CMC coveted No. 1 plate in 1971. Mike found the going a bit rough as the 250 and 500 Experts (scored separately) were run together.

The 250 Sr. winner, John Rubcic, (Mai) with three firsts in his class — just didn't have enough to pass Mike in the first moto. Mike again won the second moto but not before eating the dust of W. Burrell (Mai).

John Rubcic manipulated his way around many riders to take a third overall in this moto.

Burrell led the pack and then dropped out just before the checker. Because of a rule announced at the riders meeting — "You must complete all three motos and not be more than one lap behind" — Burrell was no threat.

Rubcic in the first lap got around Ed Abbot (CZ), 500 Ex., and pulled away from everyone when Burrell dropped out.

Cram, 11th off the line, had difficulty passing but managed a fourth 500 Ex. due to the new rule. Those who survived all three motos received 100% trophies (to be presented the 29th at Carlsbad — the next CMC event).

Tom Croft (Hod) in the 100 Jr. class was not about to let Mike Paulsell (Hod) by in the first moto. Paulsell took a second in that first moto but beat Croft off the line in the second and third motos and made him eat his dust. Brian Porter (Hod) with three thirds had his own troubles — Mike Hutchins (Sac) wanted by — but Brian never gave up and took a third overall.

The closest race of the day was between an 125 Expert and a 125 Intermediate (classes were combined). M. Rick (Bul) won the match.

In the first moto it was Rick in the lead, Dave Davis (Bul) pressing a hard



Mike Cram will remove the six from his number plate next year and center the "1" for CMC races.

second. John Garcia (Bul) made a drive from fifth that ended when Rick stopped him.

The second moto found Rick again in the lead with Davis full bore in second. This time Garcia remained fourth, didn't even shut off for the corners and with one lap to go gained the lead and the win.

The third moto was just fast. Garcia pushed Davis into third, but the pace Rick set was too fast to pass.



Ed Abbott could only take second behind Cram.

Tom Hugueley (Bul) spearheaded 125 Jr. Div. 2 — only to find out as did T. Lamar (Yam) the competition was all swallowed by the rule.

On the last up hill before the checker, John Egizi (Yam), who had held Leo Mellgren (Sac) back, lost the bid. This win for Leo in the 125cc Jr. Div. III was the key, Egizi won the second and R. Topham (Sac), who took second, held Mellgren to a third. The final round went to Mellgren as Egizi made an unsuccessful attempt to hold the lead.

The 250 Juniors must be the heartiest of all. They go terrifically fast;

the leaders in general are within bike lengths. The competition was super in 250 Jr. Div. II and Stan Oliver (CZ) won all three motos. In second was a tie between John Derhammer and Roy Rosse (CZ).

It was a hard luck story for Bruce Fickling (CZ) — 500 Jr. Bruce had soundly beat Ed Neff (Gre) in the first two motos and was leading the third when he received a stiff jolt to last place. This gave Ed a needed win and enough points to win overall. Fickling was second.

(Results on page 22)



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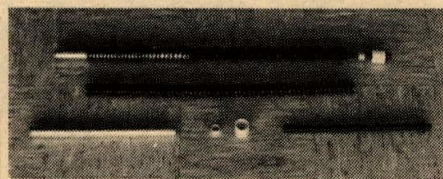
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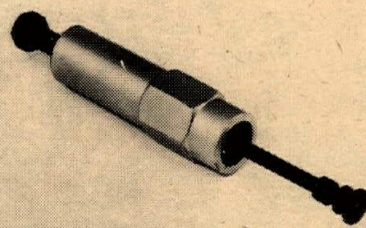
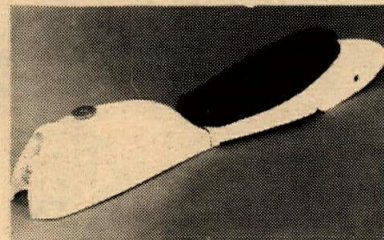
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— Made of a rugged plastic that is light and well near indestructible. Fits Yam. Enduro and MX two stroke singles. Item No. 8 \$69.95



Universal Pin Snatcher — Simple effective pin puller fits from Hodaka to Chrysler. Adaptors included. Item No. B-20 \$8.95

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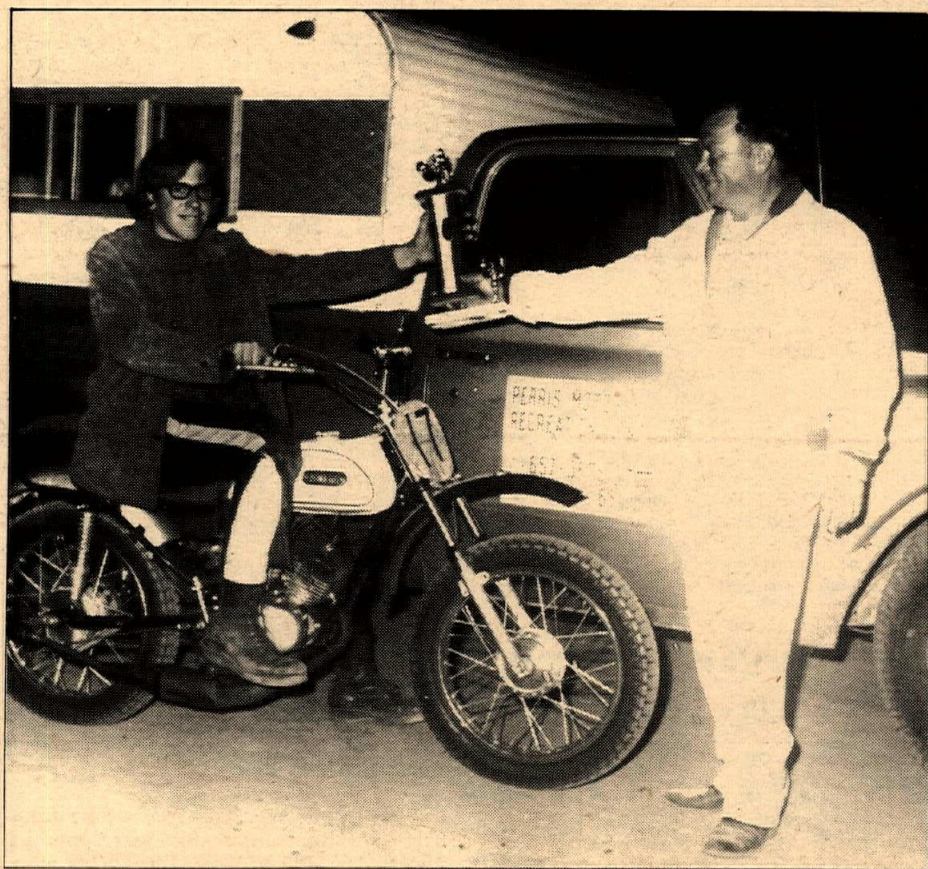
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17841 Valley Blvd., City Of Industry, Calif. 91744 (213) 964-6503

SCHWIMMER QUIETLY TAKES PERRIS

By Elaine Jones
PERRIS, CALIF., Oct. 31, 1970 — With Frankenstein acting as official starter and keeping the Halloween mood, Larry

Schwimmer proved his silencer equipped win wasn't just luck as he picked up another five bucks and a trophy in the 125cc Novice class. Mark



Larry Schwimmer, who successfully took Perris promoters up on their offer last week regarding \$5 prize money for anyone winning a race with a silencer, may only be a Novice but he's raking in the bread winning his division of the 125cc two weeks in a row aboard his muffled Yamaha.

Reichert and Roy Addington were second and third. The \$5.00 bonus does include four stroke bikes in the hope that someone will take the incentive to try and come up with a device that will do the job and not ruin the machine.

Mike Laney who makes the trip from Palmdale every week is becoming one of the bright lights of the 100cc Novice class and does it aboard a Hodaka. He took the First Division of 100cc Novices over Steve Robb and Dennis Turner.

Mike Byars, another Hodaka rider, took the Second Division topping Danny Horton and Eugene Hanson.

Vic Hensley who is looking a Perris Amateur rating right in the eye captured the Third Division of 100cc Novices over Mike DuBont and Jeff McCormick.

In the 100-125cc Amateur-Expert class Wayne Whisenant got his baby Greenstreak out in front and kept it there as he outran Doug Mason and Paul Lambert both on super fast 125cc Yamahas. This class is becoming one of the most hotly contested with a lot of Novice riders moving in and doing well.

Jim McKay who hadn't been out all season until last week picked up all the marbles in the 175cc-250cc Novice class. Mike Horton who had made his mark in the class was regulated to second with Everett Harvey third.

Mike Myers bested two Montesa

riders by a big margin as he won the 250cc Novice class. Chris Smith was second and Skip Gallagher third.

Toby Stanford topped Paul Lambert and Jim Barnes to take the 250cc Amateur-Expert class.

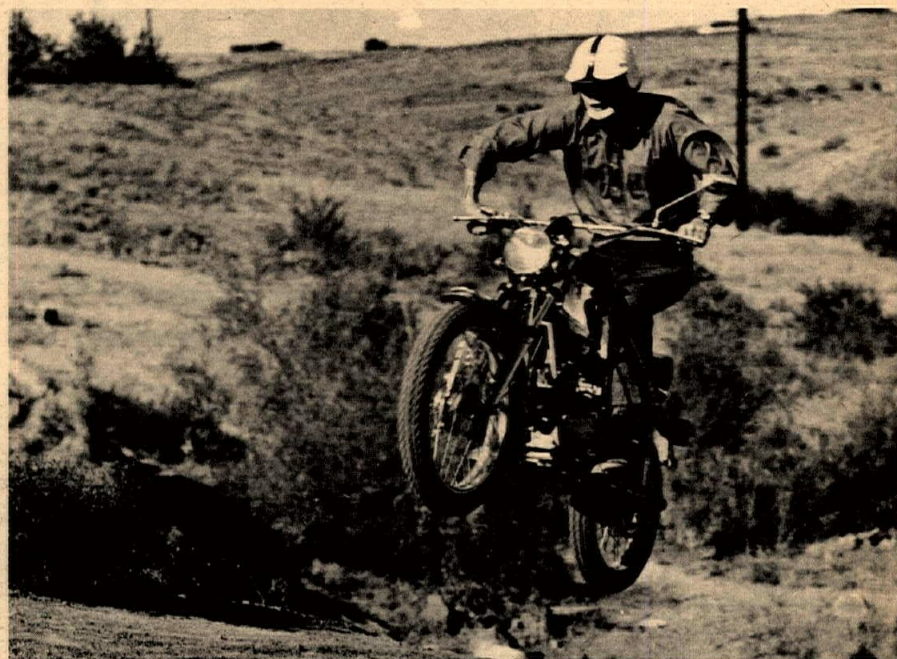
Bruce Prior didn't take a back seat to anyone and came up with the win in the 350cc Novice class. Ken Miller and Sid Whitson were second and third.

Mark Bailey moved back up to the big bike ranks and proved he hasn't lost his touch as he won the Novice Moto class. Second place Skip Gallagher had a lot to make up for when he unloaded in the first moto coming down the back side. Jim Hayes was third.

George Gillespie took home the gold in the Amateur-Expert Moto with no hassle from anyone. Bill Goff was second and Larry Stapleton third. Bob Rudd out for the first time on a 650cc Yamaha had some very colorful comments about them but unfortunately none of them are printable.

During intermission the spectators were entertained with an exhibition of stunt riding by riders and Ironman Irons.

Next week the Mini-bikers will compete between six and seven o'clock to leave more time for the bigger bikes. (Results on page 22)



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SATURDAY, NOV. 21

INDOOR SHORT TRACK by Bob Barkhimer at San Jose, Cal. on Tully Rd. between Frwy and Monterey Hwy. Warmups at 7 p.m., racing at 8:30; 1/10th mi. asphalt track. Info: 14 Camp Evers, Santa Cruz, Cal., 95060; (408) 438-3210.

SAT. & SUN., NOV. 21 & 22

RALLY by Mary's Men M.C., 3rd Annual at Brawley, Calif. Signup Fri. 6 p.m.-midnight, Sat. 8 a.m.-6 p.m. Field events Sunday; parade and judging Saturday. AMA sanct., SDCRR point run. \$3.25 mail entry to Mary's Men M.C., 7068 San Miguel, Lemon Grove, Calif. 92045. \$4 post. with mail deadline Nov. 16.

SUNDAY, NOV. 22

TT SCRAMBLES by Simi Valley M.C. at Adelanto on Hwy 395. AMA sanct. \$3.25 post entry only. Ultralight at 8 a.m., lightweight at 10, heavy at noon, sidehacks at 2. Info: (805) 526-7971.

SHORT TRACK, sportsman lightweight, by Westside Eagles M.C. at Turlock Fairgrounds. Riders may ride 2 classes. \$2 ride or watch, under 12 50 cents. Pract-signup 9-11, race at noon. AMA sanct. Cancel if rain. Info: (209) 537-2426.

INTER-AM MOTOCROSS by International Motocross and U.S. Marines in Honolulu, Hawaii. Info: Dave Rochlen (808) 538-3632.

INTER-AM MOTOCROSS at Portland, Oregon. Info: Allied Motors (503) 235-5405.



TRANS-AMA MOTOCROSS by Bruce Cox, Tripp Cox Associates at Carlsbad. Info: c/o Motorcycle Weekly, Box 822, Paramount, Cal. 90723.

HARE & HOUND by Buzzards M.C. in Hinkly, Cal., limed from Hwys 395 & 58. AMA sanct. Dist. 37 pts. \$4.25 post, 10 a.m. start. 80 mi., 2 loops; sidehacks welcome. Info: (213) 359-7964, 256-3327.

TT RACES by HRA at Huntington Beach Cycle Park. Signup 9-10:30. \$2.25 members, \$2.50 non. 3 HRA plates or ride expert. 7561 Talbert. Info: (714) 897-4458.

EUROPEAN MOTOCROSS by Stump Jumpers at Saddleback Park. Mail \$3 entry (Dist. 37 only) to 1682 W. Orangewood Apt. D, Anaheim, Cal. 92802. Post \$5; \$1.50 gate fee per rider on race day. AMA sanct., Dist. 37 pts. Two 25-minute motos, long sleeves and 3 No. plates required. Signups 8-9, racing at 9:45.

SATURDAY, NOV. 28

HARE & HOUNDS - Barstow to Las Vegas by San Gabriel Valley M.C. limed off Vegas Fwy. AMA sanct., dist. 37 pts. \$7 post entry. 145 mi. course ends in Las Vegas. Info: (213) 445-0997.

INDOOR SHORT TRACK by Bob Barkhimer at San Jose, Cal. on Tully Rd. between Frwy and Monterey Hwy. Warmups at 7 p.m., racing at 8:30; 1/10th mi. asphalt track. Info: 14 Camp Evers, Santa Cruz, Cal., 95060; (408) 438-3210.

SUNDAY, NOV. 29

CMC MOTOCROSS at Carlsbad. \$5 mail entry to CMC, Box 1402, Costa Mesa, Cal., 92626 closes Nov. 24. Post \$10. Gates open at 7:30, race at 10. 3 No. plates.

INTER-AM MOTOCROSS at Livermore, Cal. Info: (714) 460-4289.

TRANS-AMA MOTOCROSS at Raceway Park, Meridian Ave., Fun Field, Puyallup, Wash. Info: Clark Marshall, 1044 W. Lake Shamm. Parkway N.E., Bellevue, Wash., 98008. (206) 747-7550.

ENDURO by Napa Slo-Pokes M.C. with start and finish in Lucerne, Cal. \$4 mail entry to Napa S-P, 2758 Iowa St., Napa, Cal., 94558 with 2 self-addressed, stamped envelopes, closes Nov. 24. \$10 post. Team (3 riders) entry use separate entry blanks. 120 mi., 24 mph average. Arresters and helmets. Start in order of entry.

SAT. & SUN., DEC. 5 & 6

LAGUNA SALADA 200 for m/c and cars called "On The Sunny Side Of Baja" near Mexicali, B.C. Mexico, 30 mi. from the port of entry at Calexico, Calif. M/C run on Saturday, start at 10 a.m. 125/175/250/500cc and Open. Two 100-mile laps. \$100 entry, 40% purse of receipts. Mail entry to Bill Martin, P.O. Box 1803, Calexico, Calif. \$125 post. Starting position by drawing.

SUNDAY, DEC. 6

LAST CHANCE ENDURO by CEA limed from Red Mountain, two 45-mile loops. AMA sanct., Dist. 37 pts. Mail \$6 entry to CEA Inc., 7813 S. Blackford St., Whittier, Cal. 90606, begins Oct. 26, closes Nov. 28. Include 2 self-addressed stamped envelopes. Limited to 500 riders. Post \$8, add \$1 for each team member. Rescue 3. Drawing held Dec. 1 at 8 p.m. at Sid's M/C Service, 11015 Lower Azusa Rd., El Monte, Cal.

INTER-AM MOTOCROSS at Saddleback Park, Orange, Cal. Info: Joe Parkhurst (714) 639-5832.

MOTOCROSS at Deadman's Point. \$1 entry plus \$2 admission. Gates open at 8, first race at 10. Info: (714) 247-7473.

SATURDAY, DEC. 19

INDOOR FLAT TRACK, First Annual Yamaha Silver Cup Series, by Trojan Enterprises at the Long Beach Sports Arena. Concrete. AMA sanct. with \$1200 guaranteed. Practice 9:30 a.m. to 2:30 p.m. \$5 entry with signup at 6; gates open at 6. Info: 435-1013.

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HBCP HOLDS SEASON'S FINAL MOTOCROSS

By Gary Schmythe

HUNTINGTON BEACH, CA., Nov. 1, 1970 — All the chips were on the table today with the running of the final Moto-X of the regular year, as many of the top ten point standings were still in question.

The 100 Novice found Mike Hayes (Hod) doing battle with Jerry Hill

(Rick). It was nip-n-tuck all the way, with the lead changing on every lap, Hayes got in front with two laps to go and went on to take the checkered flag in a hard fought battle.

In the combined 100 & 125 Expert class, D. McLeish (Yam) grabbed a slight lead over L. Quintard (Yam), with Gary Martini back in third. At times the front runners were peg to peg and jump to jump, but it was McLeish who made it

over the finish line first.

The 125 Novice had to be a real heartbreaker for R. Lopez (Rick), who earlier in the day had gone ahead to take two wins. Lopez got off the line in a good third spot, by lap four he had moved up to the number two slot only to have the front tire go flat on him, Bob Hansen (Yam) took over the lead with number three position going to Jeff Koble (Pen).

The combined 250 Novice and Expert, (trophyed separately) found D. Miles (Mai) out in front of Tom Gross (C-Z) and R. Remelin in third, in another closely fought battle.

Top honors of the 250 Expert went to Greg Wickam (Bul), with D. Hocke (Ossa) a bike's length behind and finishing for a well earned third spot was Craig Cove (Yam).

Coming out of retirement was three time National Champ, (59, 60, and 61) Jim Goldsmith on a Triumph-Metisse taking his first crack at Moto-X, and still good enough to walk off with the number one spot. Mike Stoner (Husky) was second and Ron Clawson (Husky) was third.

Come Dec. 1, 1970 we will start a new year, with new points to be earned, and there is no doubt that there will be many new riders on hand, so let's say a word of thanks to the starters, timers, flagmen and all for a job well done.

(Results on page 22)



Mike Hayes



Greg Wickam



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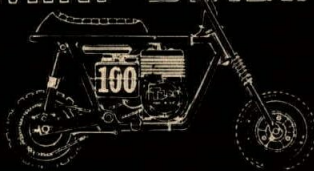


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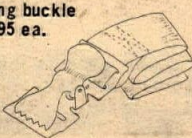
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Yamaha's Mini- Enduro.

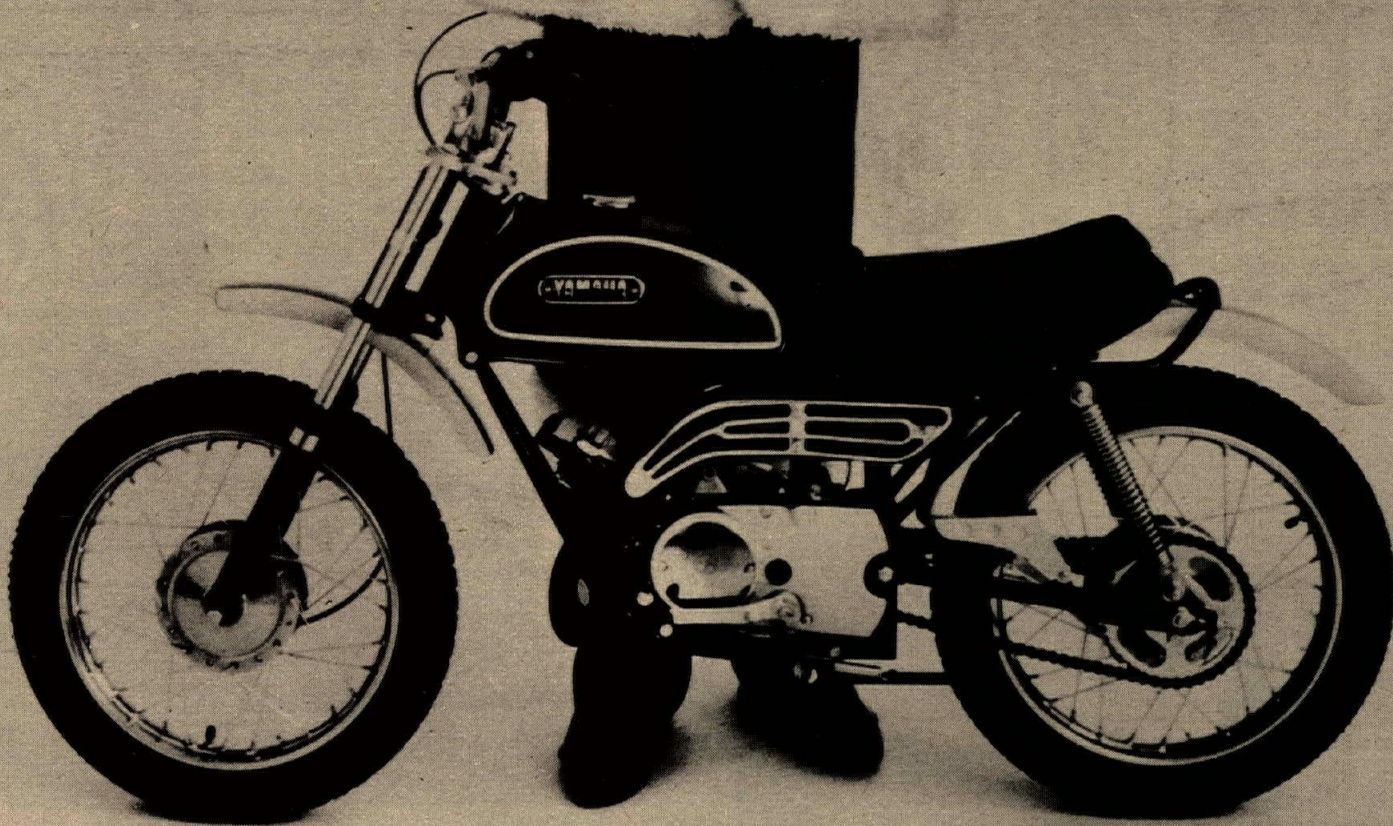
Just don't expect the kid to believe you. One glance at the new Yamaha Mini-Enduro and he'll catch on that this mini isn't just for kids. It's 121 pounds of real Enduro,[®] built like the big ones.

It doesn't even have those funky little wheels. Instead, there are 15-inch spoke wheels and big-bike handling to match. There are Enduro front forks and a full swing-arm rear suspension, mounted on a full double-loop cradle frame. It's no toy. With big-bike design and spark arrester exhaust, it's a real off-road machine, Federal Forestry approved. Even if you wanted to, you couldn't license it for the street.

It's got performance that'll make the itty-bitty minis eat dust, too. A 60 cc rotary valve single combines with a 4-speed constant mesh gearbox to do it. And Autolube oil injection is an added bit of class that insures perfect lubrication all the time.

It's a safety-engineered machine, too. Full one-piece handlebars won't fold or shift when the going gets rough. A special kill button is provided for emergency stops. And big drum brakes, front and rear, are sealed to keep out dust and water. For the kid? Ho ho ho.

Tell yourself it's for the kid.



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